VOLUME II
NOISE MEASUREMENT PROGRAM

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OXNARD NOISE ELEMENT OF THE GENERAL PLAN

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CITY OF OXNARD

NOISE MEASUREMENT PROGRAM

PART OF THE

NOISE ELEMENT

OF THE

GENERAL PLAN

PREPARED BY

HILLIARD AND BRICKEN FOR OLSON LABORATORIES, INC.

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SECTION I

MEASUREMENT PROGRAM

1.0 PURPOSE

The purpose of these measurements was to establish a baseline noise environment for the City of Oxnard. This baseline is established over a relatively short time span providing in effect an acoustical "snapshot" of the community. The information will be used to develop noise contours as well as provide a contemporary view of the City's noise environment for planning purposes.

2.0 USING THE DOCUMENT

This document contains all relevant data on the noise levels which exist in the City of Oxnard. Not every source in every location is considered. However, sufficient data exists to characterize adequately almost every location in the City except situations of intermittant stationary sources. The data permists the users to:

a. Examine the potential that an area or project is affected by major transportation sources using the noise Contour Map.

b. Examine the potential statistical noise levels using the nearest intersection and neighborhood measurement data.

c. Compute site specific environmental noise using computation charts.

d. Examine maximum noise levels from specific sources such as trains and aircraft.

This document contains all the needed resources for the City to identify existing noise conditions at a site specific level.

3.0 SITE SELECTION

The community was divided into 58 geographical areas in accordance with the neighborhood map in Exhibit 1. Measurement locations were selected in three categories:

a. Neighborhood Sites - These are removed from the arterial street network, freeways and railroads. They are generally in the center of each of the neighborhoods in Exhibit 1.

b. Intersection Sites - These are located at the intersection of the major arterials.

c. Special Sites - These include sites in industrial and commercial locations, the airport, railroad, and other special noise sources.

These sites were selected jointly with the City to insure proper coverage. A total of 125 locations were initially identified in the program. During the program some sites were added and some subtracted from the original set yielding a net 128 locations from which data was taken. The sites are divided as follows:

Table 1 (1)
Site Assignments

Section	City Neighborhood Number	Site Types		
		Neighborhood	Intersection	Other
South Center	7	8	15	-
Southeast	10	6	9	-
Southwest	9	8	11	-
Northwest	10	8	8	-
Northeast	5	5	12	-
Del Norte	7	5	7	-
Central	-	4	5	-
Commercial	-	-	-	-

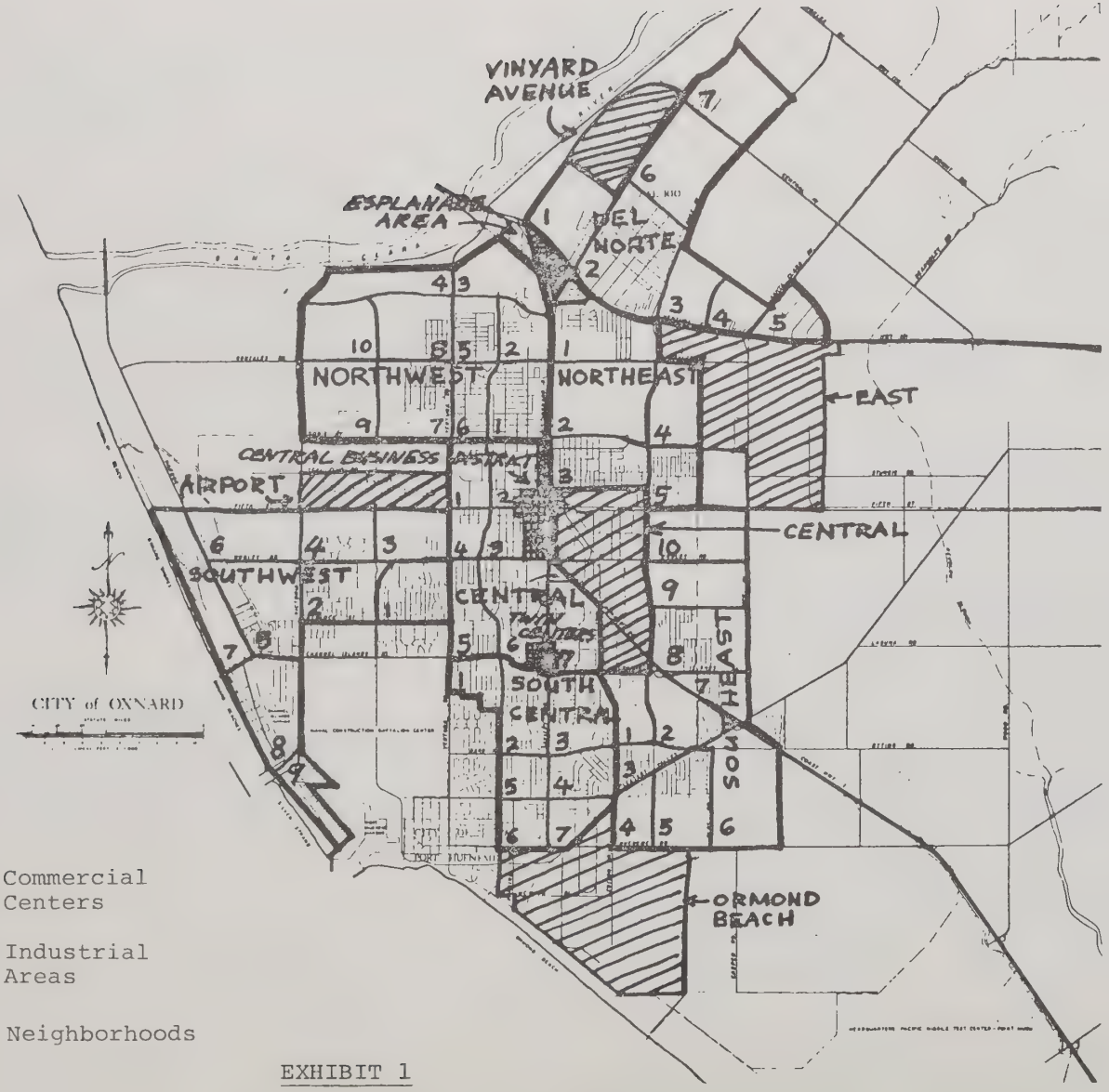

VINYARD AVENUE
ESPLANADE AREA
EL NORTE
NORTHWEST
NORTHEAST
EAST
CENTRAL BUSINESS DISTRICT
AIRPORT
CENTRAL
SOUTHWEST
CENTRAL
SOUTH CENTRAL
SOUTH
ORMOND BEACH
CITY of OXNARD
Commercial Centers
Industrial Areas
Neighborhoods

EXHIBIT 1

(Table 1 con't)

Industrial	-	-	-	8
Airport/ Railroad	-	-	-	3

(1) Site assignments by neighborhood at intersections are assigned by convenience to one section or another for those locations which border on a city section.

These site locations are noted in Exhibits 2 to 10.

4.0 METHOD OF DATA COLLECTION

In accordance with the constraints of the measurement program, the methodology was as follows:

a. At the outset, it was determined that the program allowed for approximately 185 hours of measurement. It was decided to try and blanket the city with sites, concentrating on daytime measurements. Nighttime and special source measurements were devised to supplement this program in a systematic way.

b. 123 of the sites were measured once during the period from 7:00 a.m. to 10:00 p.m. for a period of 15 minutes. A permanent record and automatically computed statistical parameters were taken in each case.

c. Three of the locations were monitored for 24 hours.

d. Following a review of the initial data at 123 sites, 31 of the 123 sites were remeasured in the nighttime from 10:00 p.m. to 7:00 a.m.

e. The airport and SPRR were measured separately at three locations for a 12 hour period.

The data, site photos and hard copy record are assembled in Appendix A.

5.0 DESCRIPTION OF MEASUREMENT SYSTEM AND PROCEDURES

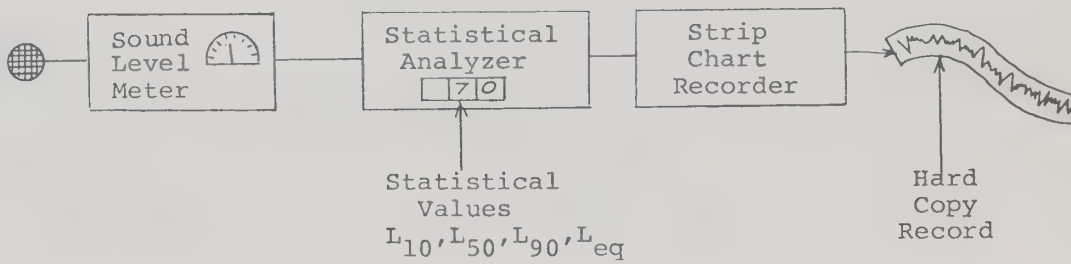
Measurements in this study were conducted using the following combination of equipment and procedure:

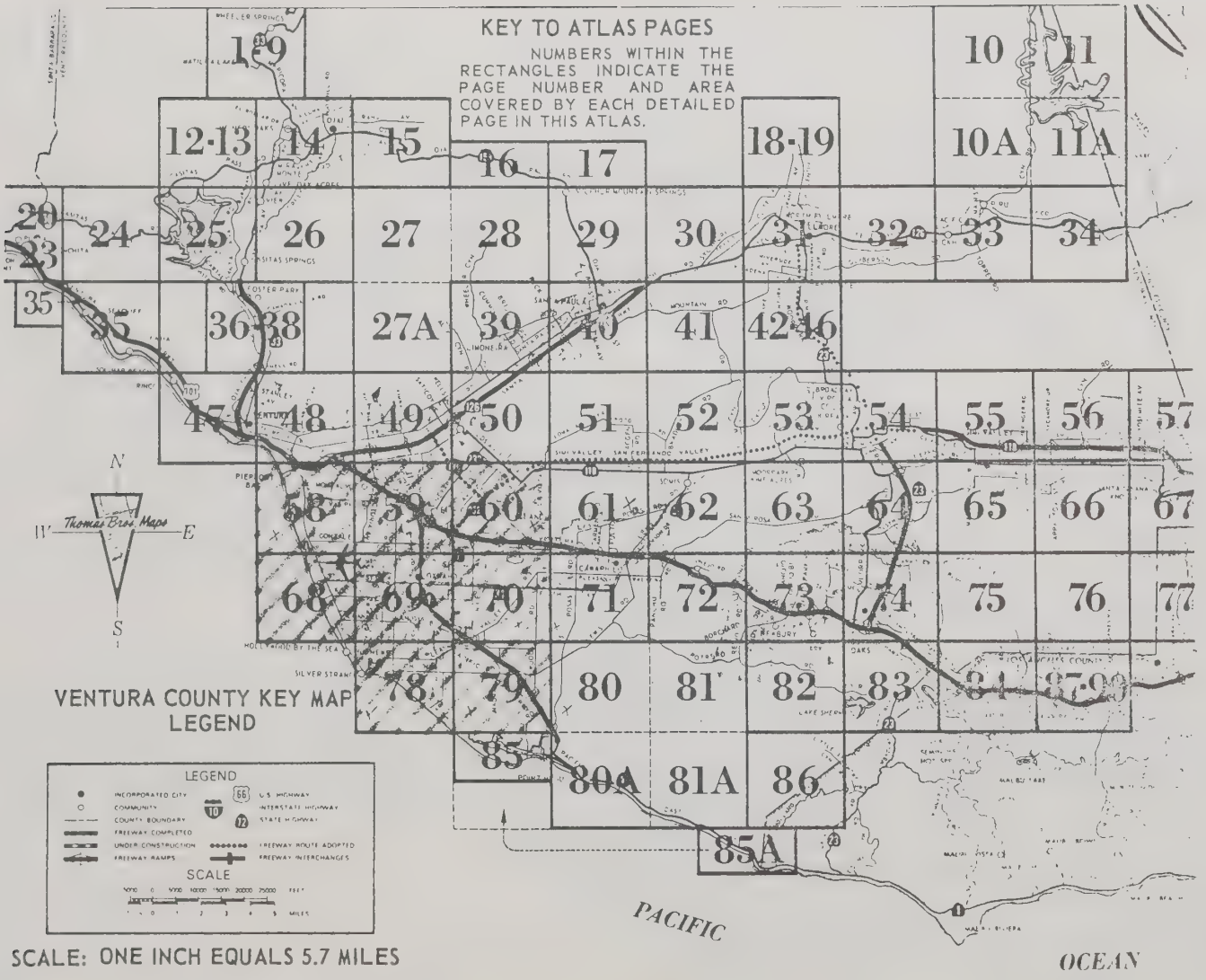
5.1 Equipment

- Bruel and Kjaer, Model 2209, Precision Sound Level Meter
- Bruel and Kjaer, Model 4426, Automatic Statistical Analyzer
- Bruel and Kjaer, Model 2306, Strip Chart Recorder
- Bruel and Kjaer, Model 4230, Calibrator

5.2 Procedure

The basic equipment connection is shown in the block diagram.





SCALE: ONE INCH EQUALS 5.7 MILES

EXHIBIT 2

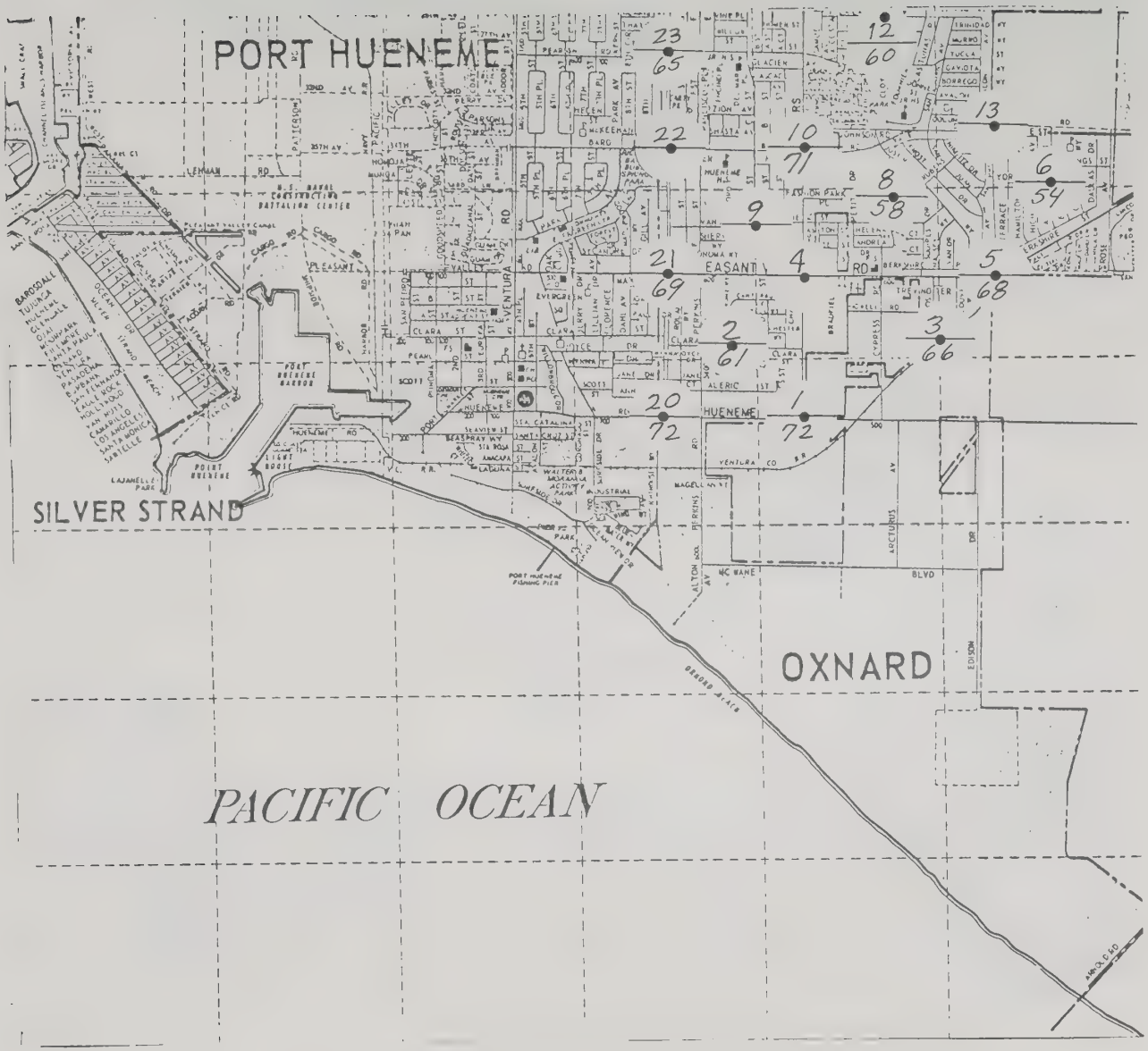

PORT HUENEME
SILVER STRAND
OXNARD
PACIFIC OCEAN
EASANT
RD
HUENEME
RD
VENTURA
CLARA ST
SCOTT
ALERIC
PORT HUENEME FISHING PIER
POINT HUENEME
LIGHT BOUGE
YENTURA CO RR
ARNOLD RD
BLVD
EDISON

EXHIBIT 3

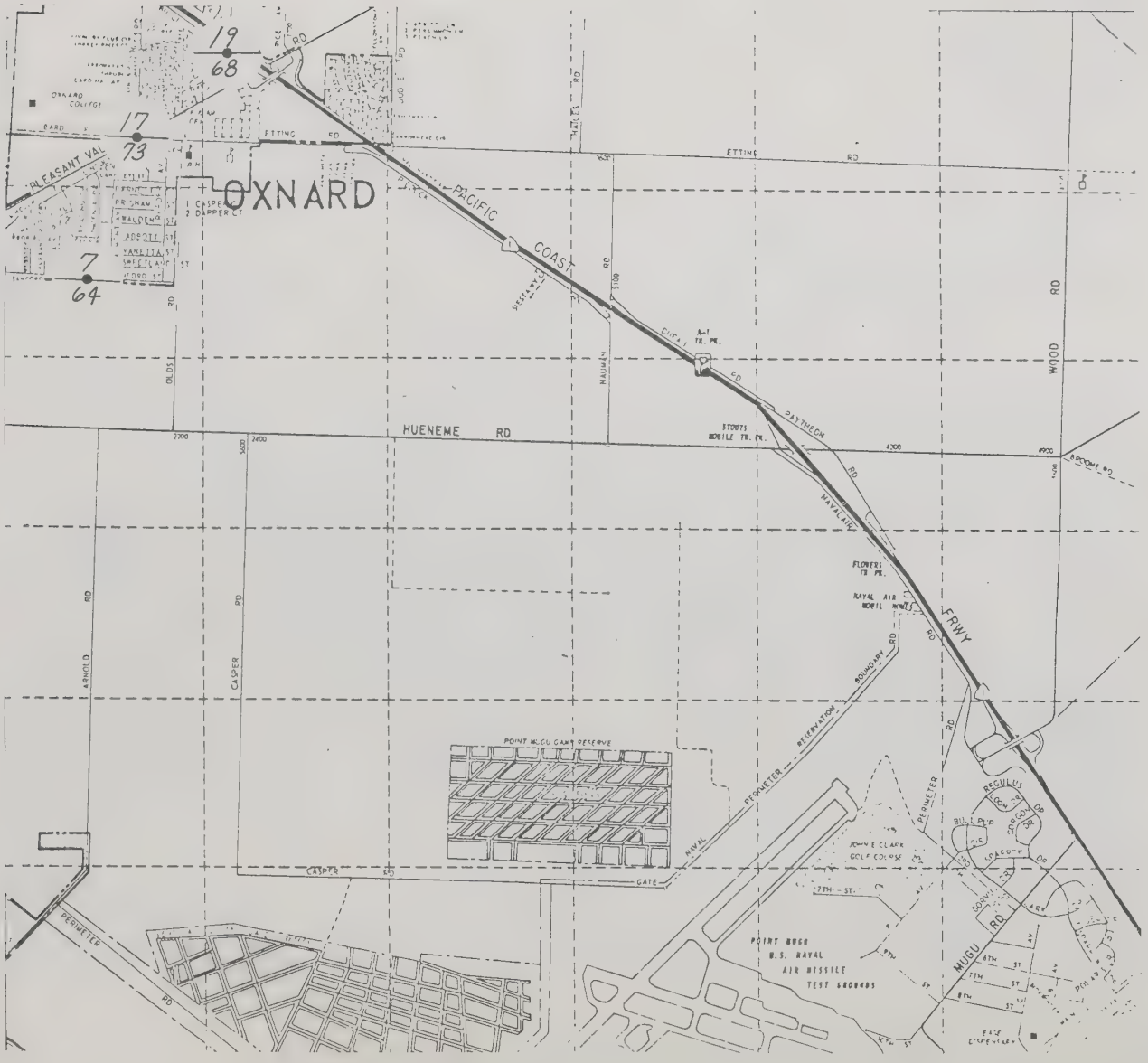
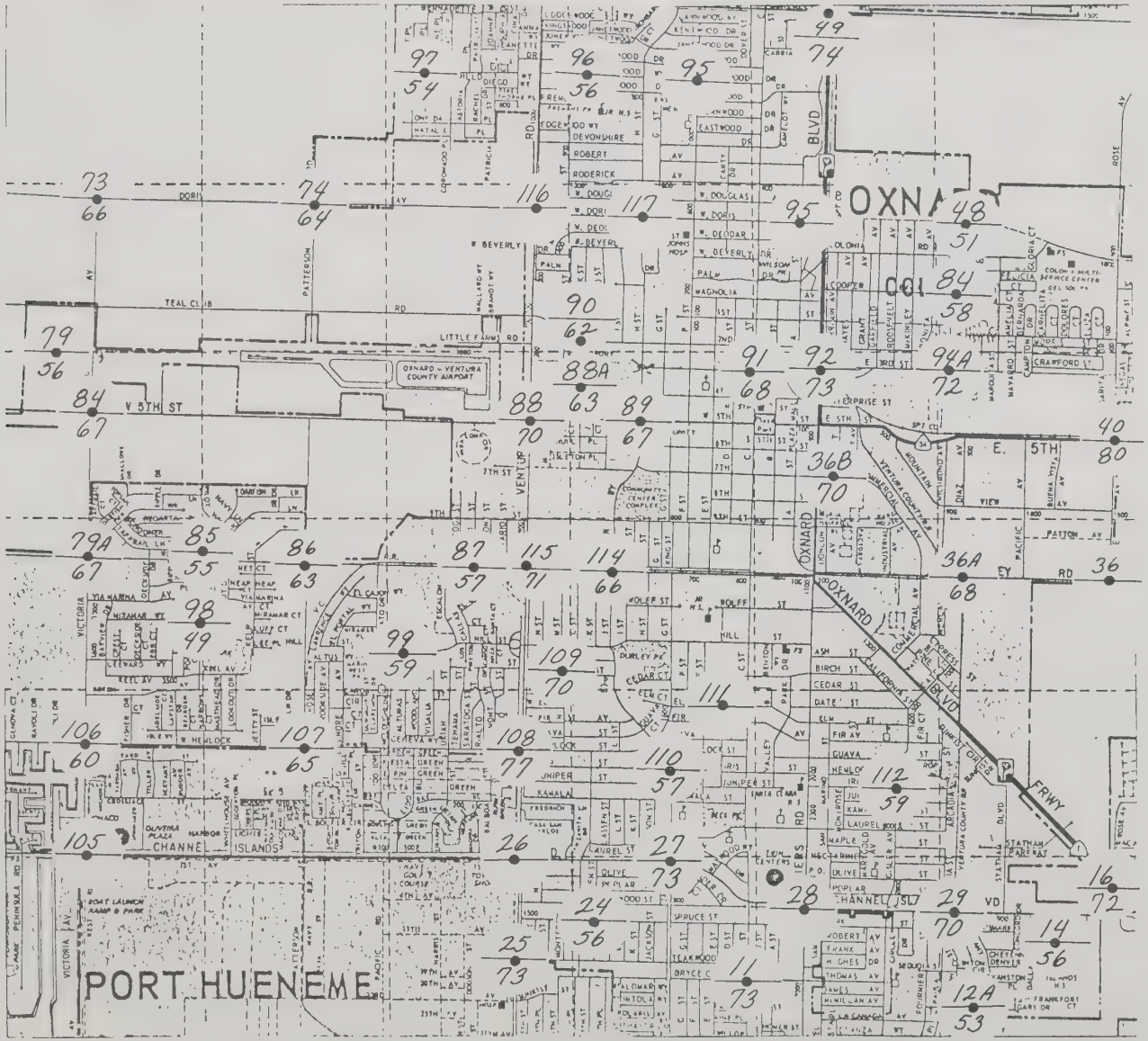

OXNARD
PACIFIC COAST HWY
HUENEME RD
ETTING RD
WOOD RD
ARNOLD RD
CASPER RD
PLEASANT VAL
OXNARD COLLEGE
RICE RD
DAYTHEON
NAVAL AIR
FLOWERS
NAVAL AIR MISSILE
FRWY
BOUNDARY
RESERVATION
PERIMETER
POINT MUGU GAME RESERVE
POINT MUGU U.S. NAVAL AIR MISSILE TEST GROUNDS
JOHN E CLARK GOLF COURSE
REGULUS
MUGU RD
GATE
19
68
17
73
7
64

EXHIBIT 4


PACIFIC OCEAN
OXNARD
OXNARD
McGRATH STATE BEACH PARK
McGRATH LAKE
HARBOR BLVD
CANAL
TEAL CLUB RD
MANDALAY BEACH PARK
ST
OXNARD SHORES PARK
DRIFTWOOD ST
SANDPIPER
WOOLEY
HARBOR
HEMLOCK
VENTURA
INSET MAP
SEE INSET MAP
SEE MAP 78
76
64
77
60
78
68
8
55
83
64
80
52
82
51
100
56
0
66
102
53

EXHIBIT 5


OXNARD
PORT HUENEME
OXNARD BLVD
VENTURA
PATTERSON
TEAL CLUB RD
LITTLE FARMS RD
OXNARD - VENTURA COUNTY AIRPORT
W BEVERLY
W 5TH ST
E 5TH
E. 5TH
PACIFIC
PATTON AV
ROSE
DORIS
DEVONSHIRE
ROBERT
RODERICK
EASTWOOD
MAGNOLIA
COOPER
CRAWFORD ST
ENTERPRISE ST
MOUNTAIN VIEW
VENTURA COUNTY
COMMERCIAL AV
INDUSTRIAL
OXNARD BLVD
CALIFORNIA
FRWY
HILL
ROLFE ST
WOLFF
DURLEY PK
CEDAR CT
BIRCH ST
CEDAR ST
DATE ST
FIR AV
GUAVA
HEMLOCK
JUNIPER ST
KAMALA
LAUREL ST
MAPLE
OLIVE
POPLAR
SPRUCE ST
TEAKWOOD
BRYCE C
VICTORIA
VICTORIA AV
PENINSULA RD
OLYMPIA PLAZA
HARBOR ISLANDS
CHANNEL
PORT LAUNCH RAMP & PARK
HARBOR BLVD
SANTA CLARA
RAILROAD
ARCADIA
STATION
AIRFIELD
VENTURA COUNTY
FRANKFORT
YACHT CLUB
MARINA
MARINA CT
MIRAMAR CT
KEEL AV
KEEL PL
HELM CT
LOCKSLEY DR
LOCKSLEY CT
LOCKSLEY PL
LOCKSLEY AV
LOCKSLEY LN
LOCKSLEY WY
LOCKSLEY CIR

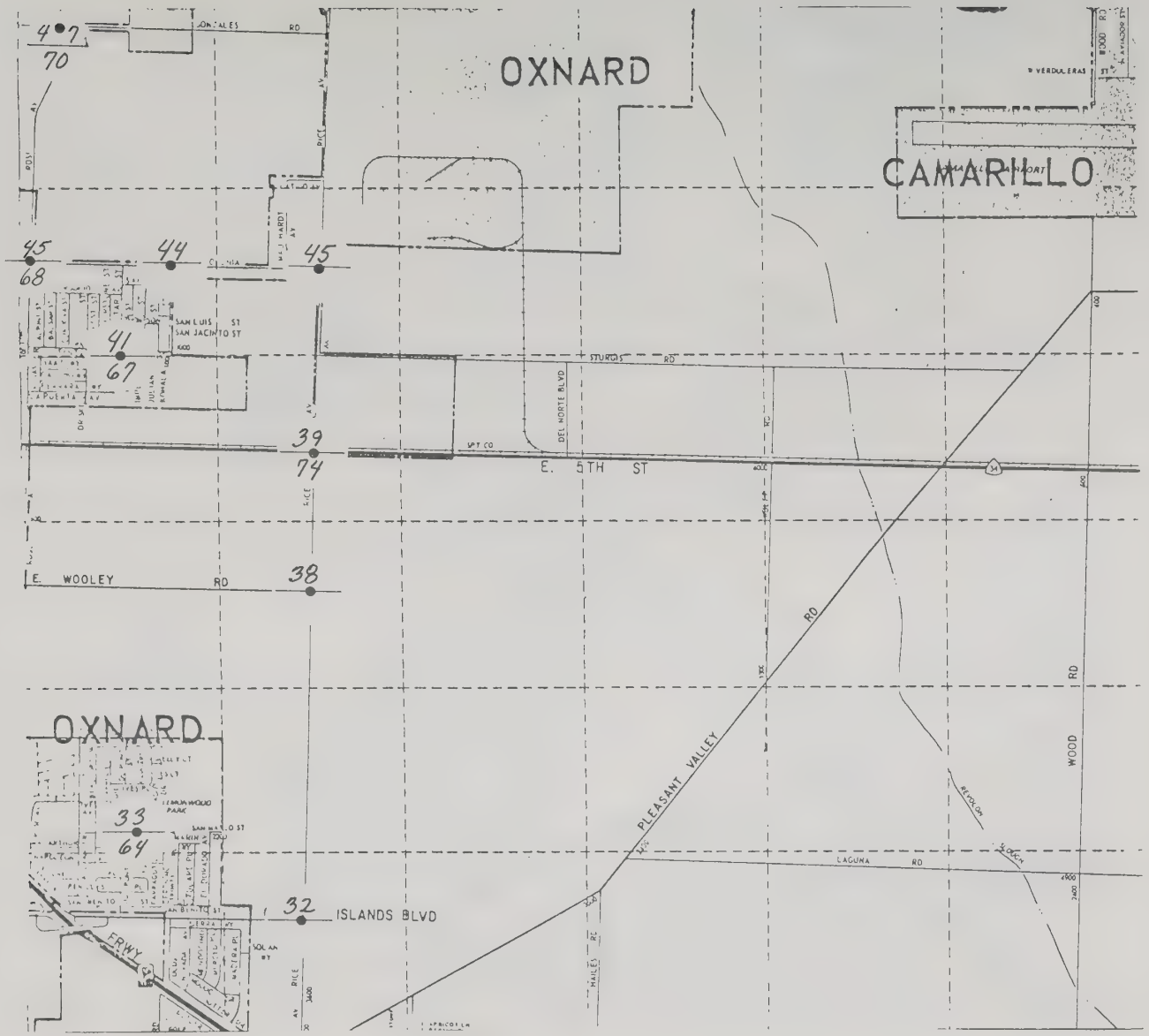

OXNARD
CAMARILLO
OXNARD
GONZALES RD
SAN LUIS ST
SAN JACINTO ST
STURGIS RD
DEL NORTE BLVD
E. 5TH ST
E. WOOLEY RD
PLEASANT VALLEY RD
WOOD RD
LAGUNA RD
ISLANDS BLVD
FRWY
70
68
67
74
64
45
44
41
39
38
33
32

EXHIBIT 7


PACIFIC OCEAN
PIERPONT BAY
VENTURA
SANTA CLARA RIVER
OXNARD
VENTURA FRWY
MAIN ST
SEABOARD AV
SEAHORSE PENINSULA
SANDPIPER
OYSTER ST
DOLPHIN CT
SEAL CT
BONITA CT
MARLIN DR
MARINA PARK
RELIEF ST
BEACH
HARBOR BLVD
HARBOR PLAZA
SHORELINE
VENTURA HARINA
YACHT CLUB
OIL WELLS
OLIVAS PARK
OLD OLIVAS ADOBE
OLIVAS PARK DR
OLIVAS MUNICIPAL GOLF COURSE
McGRATH STATE BEACH
MARKET ST
McGRATH ST
ORTEGA ST
CORONADO DR
SANTA PAULA FRWY
CAMINO REAL CITY PARK
VALENTINE RD
SANTA CLARA
BLVD
3700 GONZALES RD 4100
75

EXHIBIT 8

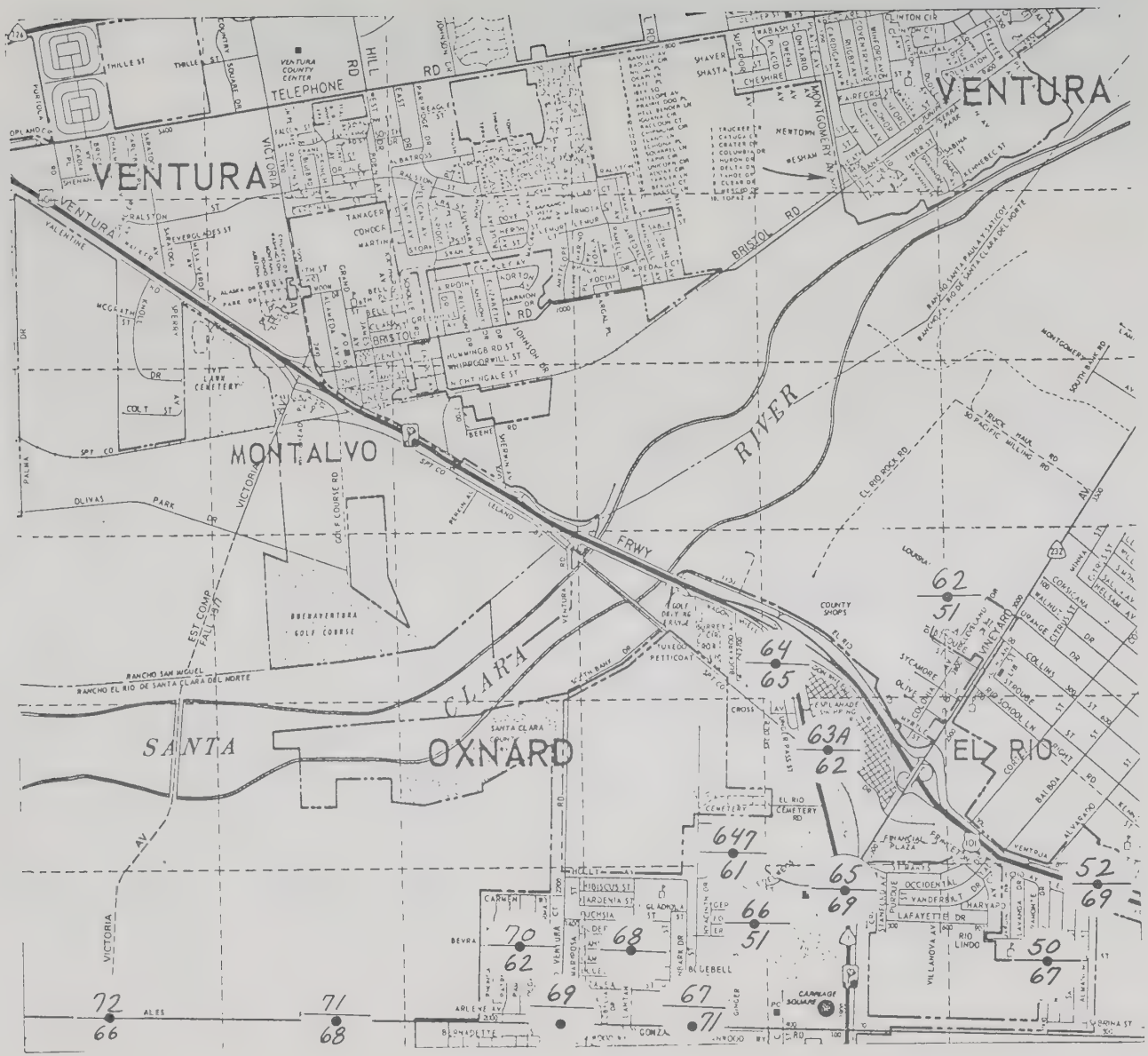

VENTURA
VENTURA
MONTALVO
SANTA
CLARA
OXNARD
EL RIO
RIVER
FRWY
BRISTOL RD
TELEPHONE RD
HILL RD
VICTORIA AV
OLIVAS PARK DR
RANCHO SAN MIGUEL
RANCHO EL RIO DE SANTA CLARA DEL NORTE
EST COMP FALLY SAN
VENTURA COUNTY CENTER
MONTGOMERY AV
CLARA
SANTA CLARA
VICTORIA
ALES
GONZA
BEVRA
BLUEBELL
RIO LINDO
LAFAYETTE DR
OCCIDENTAL
VILLANOVA AV
CARRIAGE SQUARE
EL RIO CEMETERY
COUNTY SHOPS
BUENAVENTURA GOLF COURSE
72
66
71
68
69
67
70
62
68
66
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63A
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EXHIBIT 9

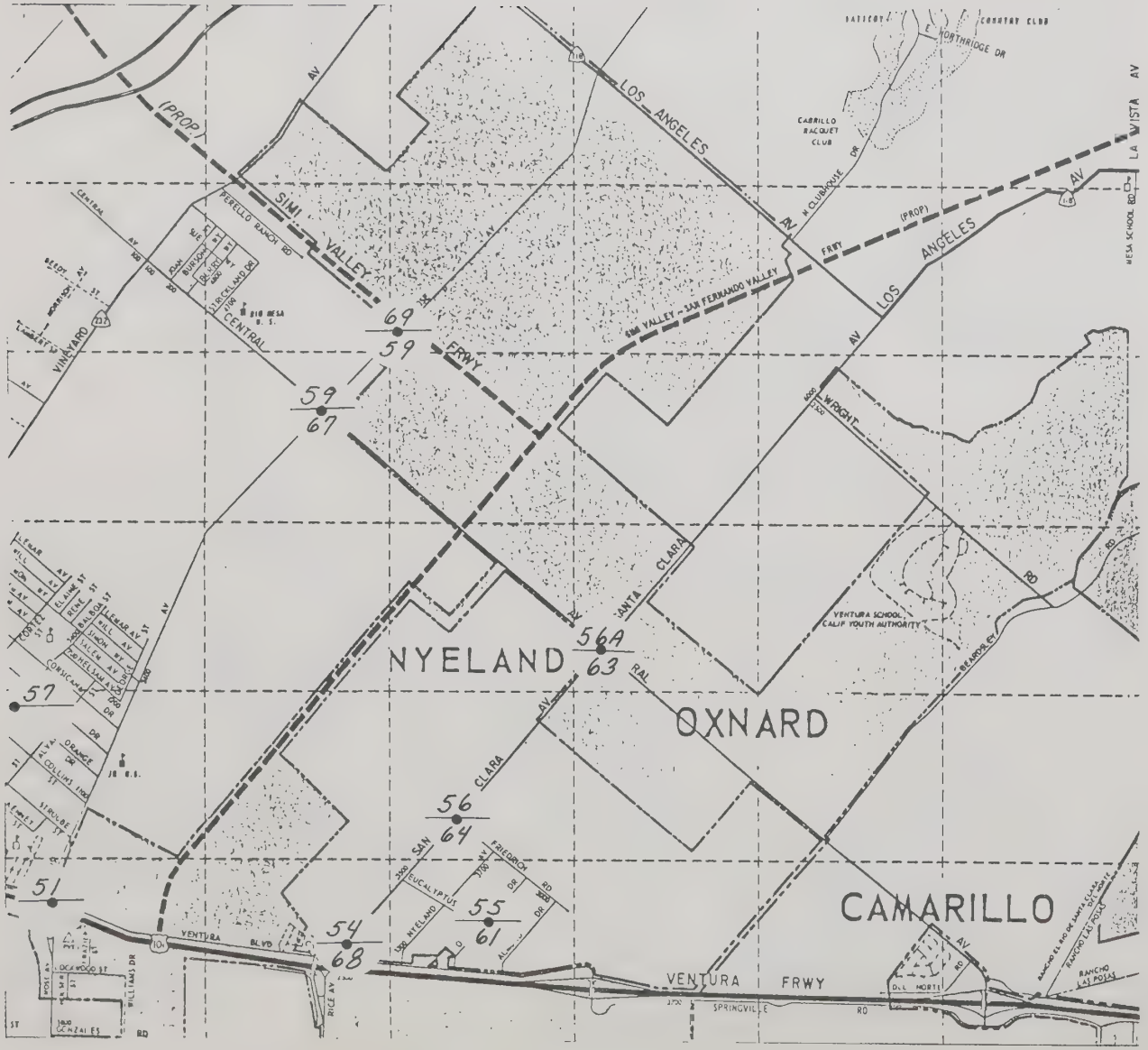

(PROP)
SIMI VALLEY
LOS ANGELES AV
FRWY
SIMI VALLEY - SAN FERNANDO VALLEY
CENTRAL AV
VINEYARD AV
PERELLO RANCH RD
CENTRAL
69
59
59
67
CABRILLO RACQUET CLUB
NORTHRIDGE DR
LA VISTA AV
MESA SCHOOL RD
WRIGHT
SANTA CLARA AV
VENTURA SCHOOL CALIF YOUTH AUTHORITY
56A
63
NYELAND
OXNARD
CLARA AV
56
64
SAN
EUCALYPTUS
55
61
54
68
VENTURA BLVD
RICE AV
VENTURA FRWY
SPRINGVILLE RD
CAMARILLO
RANCHO LAS POSAS
51
57

EXHIBIT 10

5.3 CALIBRATION

Calibrations used for field calibration are received from the factory within calibration tolerances specified by ANSI, and checked by factory equipment traceable to the National Bureau of Standards. The calibrators are returned annually to the factory standards lab for recalibration in accordance with procedures applicable for this equipment as established by the factory.

6.0 EXPLANATION OF DATA TERMINOLOGY

The measurement was made in "A" weighted decibels and catalogued by statistical nomenclature because of the time varying nature of the source.

The A-weighted decibel or "A" scale on the sound level meter is most often used in the measurement of noise because the weighting characteristics of this scale approximates the subjective response of the human ear to a broad frequency band noise source by discriminating against the very low and the very high frequencies of the audible spectrum.

Since community noise is seldom constant, varying from moment to moment and throughout the day, the "A" weighted noise level needs to be further described to provide meaningful data. The Environmental Protection Agency, Federal Department of Transportation, foreign countries and private consultants are now using three time-exceeded percentile figures to describe noise:

a. L_{90} is the noise level which is exceeded 90% of any sample time period (such as 24 hours) and is used to describe the background or ambient noise level.

b. L_{50} is the noise level which is exceeded 50% of the time. It is the median level.

c. L_{10} is the noise level which is exceeded 10% of the time and is a good desciptor of fluctuating noise sources such as vehicular traffic. It indicates the near-maximum levels which occur from grouped single events. Being related to the subjective annoyance to community noise, it is a good design tool in the planning of acoustical barriers.

More recent noise assessment methods are based on the equivalent energy concept where L_{eq} represents the average energy content of a fluctuating noise source over a sample period.

The subscript (x) represents the period in which the energy is computed and measured.

Since L_{eq} is the summation of the functional products of noise level and duration, many combinations of noise level, duration time and time history can make up the same L_{eq} value. Thus, an l_{eq} equals 50 means only that the average noise level is 50 dBA. During the sample period there can be times when the noise level is higher than 50 dBA and many times when it is lower. Typically, L_{eq} approximates the L_{20} value.

If the period of the measurement is only a single event, the energy content is not averaged. The energy expression for a single event is simply the sum of the functional product of the noise level and duration time of the event. This term is called L_{eq} or SENEL (Single Event Noise Exposure Level).

L_{eq} is further refined into L_{dn} (Level Day-Night) and CNEL (Community Noise Equivalent Level) where noises that occur during certain hours of the day are weighted (or penalized) because they are considered subjectively more annoying during these time periods:

a. L_{dn} is the sound level in dBA which corresponds to the average energy content of the noise being

measured over a 24 hour period including a 10 dBA weighing penalty for sound levels which occur during the nighttime hours of 10:00 p.m. to 7:00 a.m. This is a rating method recommended by the Environmental Protection Agency because it takes into account those subjectively more annoying noise events which occur during the sleeping hours.

b. CNEL is the sound level in dBA which corresponds to the average energy content of the noise being measured over a 24 hour period including a 3 dBA weighing penalty for noises that occur during the evening hours of 7:00 p.m. to 10:00 p.m., plus a 10 dBA penalty for noise events that occur during the nighttime hours of 10:00 p.m. to 7:00 a.m. For typical highway vehicular traffic situations, computer analysis has shown that CNEL and L_{dn} correlate within 0.5 dBA.

The particular descriptor L_{10}, L50 and L_{90} are frequently used to estimate the extent noise fluctuation may exist in a location. Certain analytical procedures relate the amount of traffic noise induced fluctuation to community annoyance. In some methods, the L_{10} value is used as a design criteria, and in others both L_{10} and L_{50} are used for design purposes. The application of these factors is discussed in detail elsewhere in the Noise Element.

7.0 RESULTS

7.1 COMMUNITY SITES

The measurement data is contained in Table 2. The record is contained in Appendix A. The site numbers are according to the original nomenclature. Added sites are indicated by the use of letters and subtractions are given by the symbol NR (not recorded).

Because intersection recordings were made at distances available at the site, not all sites were recorded at the same distance from the street. For proper comparative purposes, the L_{eq} values were adjusted to a standard 50 feet from the near travel lane. This is shown in Table 3.

Site locations and daytime L_{eq} values are indicated in Exhibits 3 to 10.

7.2 AIRCRAFT

Two sites were selected for extended measurement of aircraft noise events. One site was at H Street, directly under the approach pattern. The other was at Patterson and Teal Club Road. The individual events are listed in Tables 4 and 5. The average levels are listed in Table 6.

TABLE 6

AVERAGE SENEL LEVELS FOR AIRCRAFT

Type of Aircraft	Landing	Sideline
Single Engine Prop	81.7	88.1
Twin Engine Prop	85.3	89.6
Turbo-prop	86.8	86.7
Business Jet	88.5	101.2

Record of the events is contained in Appendix B.

TABLE 2

MEASUREMENT DATA

SITE	LOCATION	DAY					NIGHT					TYPE
		L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	
1	Hueneme-Saviers	88.0	74.0	60.5	53.0	71.7						I
2	Dead end of Clara	68.0	58.8	54.3	51.0	60.7						N
3	Squire cul-de-sac	76.0	68.5	58.8	51.8	65.9						N
4	Saviers - Pleasant Valley Road	86.0	82.3	73.3	70.0	77.5	82.0	69.3	61.5	56.0	65.7	I
5	Ventura R.R. - Pleas. Valley Rd.	80.0	71.8	65.3	54.0	67.9						I
6	Anchorage - York	56.0	49.8	47.8	46.5	54.2						N
7	Sanford - Terra Vista School	77.0	66.8	59.0	50.0	63.8						N
8	4511 Clover	67.0	59.8	51.5	47.3	57.5						N
9	C Street-Van Ness	88.0	70.3	57.0	49.8	67.7	68.0	45.5	42.8	41.5	46.9	N
10	Saviers - Bard	86.0	74.5	68.3	59.8	71.0						I
11	C Street-Bryce Cyn	86.0	75.5	64.0	56.8	72.9						N
12	Cloyne-La Canada	80.0	61.3	53.0	46.0	60.1						N
12A	Tamarack-Sycamore	60.0	51.8	47.3	44.8	52.9						N
13	San Simeon-Bard	86.0	72.3	63.5	54.8	68.4						I/RR
14	Boise - Rose	67.0	59.0	53.0	48.5	56.0						N/I
15	NR											--
16	PCH - Butler	84.0	73.8	64.0	53.5	69.9						I
17	Pleas.Val.Rd.-Olds	86.0	76.3	69.8	61.0	72.7						I
18	NR											--
19	Pleasant Valley Rd. - Butler	84.0	70.0	60.8	54.8	68.1						N/I
20	J Street-Hueneme	90.0	74.8	64.0	53.8	71.9						I
21	J Street-Pleasant Valley Rd.	83.0	72.8	64.3	57.8	69.0						I
22	J Street - Bard	90.0	74.5	63.5	56.3	70.7	80.0	65.3	56.3	49.5	62.5	I
23	J Street - Yucca	79.0	68.5	60.8	52.3	65.2						I
24	Spruce - Lassen	83.0	64.8	51.3	47.8	55.5						N
25	Ventura - Teakwood	85.0	76.5	70.0	61.8	72.7						I
26	Ventura - Channel Island Blvd.	90.0	76.5	69.5	62.8	82.5	78.0	60.5	51.3	45.5	57.7	I
27	J Street - Channel Island Blvd.	88.0	75.8	69.0	61.0	72.6						I
28	Saviers - Channel Island Blvd.	86.0	75.5	68.5	62.0	72.0	78.0	65.8	56.5	68.0	63.0	I
28A	Shopping Center at Saviers	77.0	69.8	66.8	63.8	67.5						C
29	Ventura RR - Channel Island Bl.	80.0	74.3	67.5	58.8	70.4						I
30	Channel Island Blvd. & Route 1	90.0	70.3	61.0	57.3	67.1	90.0	71.5	59.0	49.5	67.5	I
31	NR											--
32	Channel Island Blvd. - Rice		73.8	63.5	52.5	70.2	87.0	65.8	54.8	46.8	64.0	I

TABLE 2A

MEASUREMENT DATA

SITE	LOCATION	DAY					NIGHT					TYPE
		L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	
33	San Mateo-Earhart	83.0	62.5	50.5	47.8	64.2						N
34	NR											--
35	NR											--
36	Rose-Wooley	88.0	77.8	65.8	60.0	73.7	82.0	60.0	43.8	39.8	58.9	I
36A	Richmond-Wooley	80.0	68.5	54.3	51.0	68.3						IND
36B	Commercial-Oxnard	90.0	65.3	55.0	37.0	69.9						IND
37	NR											--
38	Rice-Wooley	85.0	74.0	65.3	57.5	70.1	89.0	66.8	52.0	42.0	64.5	I
39	5th - Rice	89.0	74.5	65.3	58.8	74.1	98.0	61.8	53.0	50.0	58.1	I/RR
40	5th - Rose	92.0	85.5	75.3	67.5	79.9	76.0	61.5	43.8	39.0	58.6	I/RR
41	Santa Lucia - Gibraltar	87.0	68.5	54.8	48.8	67.4						N
42	NR											--
43	Rice - Colonia	86.0	74.8	65.8	57.3	70.5						I
43A	Pumps-Oil	70.0	--	--	--	70.0						IND
44	Colonia-Kohala	83.0	70.8	55.8	49.0	65.9						I
45	Rose - Colonia	83.0	70.8	61.8	55.3	67.5						I
46	NR											--
47	Rose - Gonzalas	91.0	72.3	65.3	58.5	69.8	75.0	62.3	42.0	37.3	57.5	I
48	North end Juanita	59.0	51.0	45.0	42.8	50.6						N
49	Oxnard-Gonzalas	89.0	76.3	68.8	63.3	73.8	84.0	68.5	54.5	42.5	64.7	I
50	Snow-Emerald	77.0	69.3	57.5	50.5	67.1	68.0	52.3	48.5	32.3	48.8	N
51	Rose-PCH-Ventura	86.0	78.0	72.3	68.0	74.5	84.0	71.5	65.0	57.8	67.8	I
51A	Rose - 125' from freeway						73.0	63.5	58.0	53.5	60.2	I
52	Ventura Blvd - Ventura Freeway	81.0	73.0	66.8	62.3	69.3						N
53	NR											--
54	Santa Clara - 1/4 mile north of fwy.	84.0	71.5	62.3	56.3	68.1						I
55	3600 block of Orange Drive	68.0	63.0	58.0	54.5	60.6						N
56	Santa Clara - Friedrich	78.0	67.5	58.8	51.3	64.1						I
56A	Santa Clara - Central	79.0	68.0	57.8	49.3	63.0						I
57	Orange-Balboa	79.0	59.8	51.5	50.0	57.1	73.0	53.8	46.3	44.5	55.4	N
58	NR											--
59	Central - Rose	88.0	67.5	56.3	48.5	66.8						I
60	Rose - 1500' north of Rose	76.0	61.3	53.0	50.0	58.5						N
61	Rose - Vineyard	87.0	74.0	64.0	55.0	69.9	86.0	68.8	54.0	44.8	65.6	I

TABLE 2B

MEASUREMENT DATA

SITE	LOCATION	DAY					NIGHT					TYPE
		L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	
62	Detroit-Collins	66.0	53.5	49.0	46.8	51.1						N
63	NR											--
63A	Esplanade-at Sears	74.0	64.3	59.5	54.5	61.5						C
64	Wagon Wheel Mobile Homes	80.0	68.0	63.0	59.5	64.9						N
64A	Holly-Heather	67.0	56.8	51.3	48.5	60.7						N
65	Vineyard-Oxnard	84.0	71.8	65.0	58.8	69.0						I
66	Edelwiss-Fox Glove	67.0	52.8	49.3	47.3	50.6						N
67	H Street-Gonzalas	86.0	72.5	65.8	60.0	70.5						I
68	Santana-Dahlia	81.0	65.5	55.5	48.3	63.5	64.0	43.3	29.8	28.3	44.0	N
69	Gonzalas-Ventura	76.0	75.8	69.3	61.5	72.4						I
70	Bevra - Damela	76.0	64.3	58.8	55.8	61.7						N
71	Gonzalas-Ventura	82.0	72.8	57.0	49.3	67.9						I
72	Gonzalas-Victoria	78.0	69.8	57.3	52.8	65.5						I
73	Victoria-Doris	86.0	67.3	58.0	51.5	66.1						I
74	Patterson-Doris	87.0	66.8	54.3	50.3	63.9						I
75	McGrath State Park	67.0	63.0	55.0	50.5	59.9						N
76	SCE Plant - Mandalay Beach	79.0	64.0	62.0	60.5	63.5						IND
77	5th Street W - Mandalay Beach	66.0	63.0	59.3	55.3	60.4						I
78	5th St. W-Harbor	84.0	71.8	64.3	57.3	67.9						I
79	S. Teal-W. Victoria	75.0	51.8	49.3	47.8	55.5						N
79A	Wooley-Victoria	80.0	67.8	58.0	47.3	63.7	80.0	75.5	64.8	55.8	70.8	I
80	Dolphin-E. Beach	61.0	54.0	51.8	50.5	52.2						N
81	West end Wooley	73.0	56.3	49.0	47.5	55.0						I
82	Jamestown - Meridian	63.0	53.8	50.0	49.0	51.3						N
83	Victoria-Wooley	82.0	70.3	50.3	46.8	66.9						I
84	5th St.-Victoria	81.0	70.5	64.3	57.8	66.8						I
85	Offshore-Taffrail	72.0	57.8	50.0	46.8	55.0						N
86	Patterson-Wooley	82.0	65.3	58.0	52.5	63.3						I
87	Rialto-Wooley	72.0	59.0	54.5	52.0	57.2						N
88	5th St. - Ventura	83.0	73.5	68.0	60.3	70.0						I
88A	5th St.-K Street	90.0	62.3	51.8	47.5	62.9						I
89	5th St.- H Street	84.0	70.5	64.5	59.8	67.0	87.0	66.0	52.8	41.8	64.3	I
90	2nd St. - K Street	74.0	64.5	56.3	50.5	62.1						I
91	3rd St. - C Street	82.0	70.5	63.8	59.0	67.5						I

TABLE 2C

MEASUREMENT DATA

SITE	LOCATION	DAY					NIGHT					TYPE
		L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{eq}	
92	3rd St.-Oxnard	88.0	75.8	69.3	61.5	72.5						I
93	A Street-Doris	70.0	62.5	57.0	51.3	59.3						N/RR
94	Cooper-Juanita	69.0	61.3	56.3	53.5	58.2						N
94A	3rd St.-Wilson	91.0	75.5	65.0	62.8	71.7						IND
95	Hazelwood-F St.	74.0	54.0	47.5	46.3	53.3	54.0	49.0	42.0	39.0	45.7	N/RR
96	Hunstwood-Lakehurst	66.0	57.3	53.5	47.8	55.8						N
97	Galatin-Cabrillo	67.0	54.0	50.5	48.0	54.0						N
98	Park-Offshore	64.0	49.5	47.0	45.8	48.8						N
99	Hill-Woodland	75.0	63.0	51.8	48.8	59.1	80.0	57.5	37.8	33.0	56.4	N
100	Ocean - Channel Island Blvd.	70.0	57.5	52.5	56.0	55.6						I
101	Harbor - Channel Island Blvd.	79.0	69.0	63.8	57.8	65.5	88.0	74.5	64.0	52.5	70.0	I
102	Peninsula Park	65.0	54.5	50.3	48.8	52.5						N
103	Ojai-Ocean	74.0	61.8	52.0	49.3	57.9	76.5	59.8	47.3	41.8	56.3	N
104	Panama-Victoria	81.0	70.0	64.3	55.8	66.4	87.0	75.3	64.8	53.0	70.5	I
105	Victoria-Channel Island	83.0	72.5	66.8	62.3	68.3	85.0	72.0	66.5	61.8	68.8	I
106	Victoria-Hemlock	75.0	64.3	55.5	49.8	60.2						I
107	Patterson-Hemlock	82.0	68.0	62.5	57.5	65.4						I
108	Ventura-Hemlock	90.0	80.8	73.5	64.3	76.9						I
109	Ceader-M Street	82.0	73.8	57.5	49.5	69.9						N
110	J Street-Iris	86.0	71.5	63.0	54.3	70.0	77.0	51.5	35.8	33.0	52.4	I
111	Elm - D Street	77.0	56.5	47.8	46.5	56.5						N
112	Iris - Gisler	76.0	60.8	49.3	46.3	59.2	81.0	55.0	43.5	40.3	55.7	N
113	Oxnard-Wooley	83.0	85.0	78.5	74.5	80.8	88.0	73.0	60.0	42.5	68.9	I
113A	W. Side Comm-South of Wooley	88.0	77.5	65.8	54.8	73.4						N/IND
114	Wooley-J Street	80.0	69.5	60.8	55.3	65.8						I
115	Wooley-Ventura	86.0	74.0	68.0	61.0	70.7	82.0	68.0	59.3	51.3	64.6	I
116	Doris-Ventura	84.0	71.8	64.0	57.3	68.1						I
117	Doris-H Street	79.0	68.3	62.5	55.8	64.8						I
118	Alton St.-in front of Jet Scrap	80.0	69.5	62.3	60.0	66.4						IND
119	McWane & Acturus	83.0	78.0	77.0	76.3	76.9						IND
119A	Kaiser Steel Parking Lot	72.0	68.0	64.5	62.0	75.3						IND
120	S. California Edison Plant	77.0	66.0	64.5	63.0	64.6						IND
121	RR measurements	93.1										RR

TABLE 3

ADJUSTED L_{eq} VALUES AT INTERSECTIONS

ALL VALUES NORMALIZED TO 50 FEET FROM NEAR TRAVEL LANE

SITE	LOCATION	DAY			NIGHT			
		L_{eq1}	D_1	L_{eq2}	L_{eq1}	D_1	L_{eq2}	
1	Hueneme-Saviers	71.7	25'	67.2				
2	Dead end of Clara							
3	Squire cul-de-sac							
4	Saviers - Pleasant Valley Rd.	77.5	20'	73.0	65.7	20'	60.2	
5	Ventura RR - Pleas.Valley Rd.	67.9	50'	67.9				
6	Anchorage-York							
7	Sanford-Terra Vista School							
8	4511 Clover							
9	C Street-Van Ness							
10	Saviers-Bard							
11	C St. - Bryce Cyn.							
12	Cloyne-La Canada							
12A	Tamarack-Sycamore							
13	San Simeon-Bard	68.4	20'	62.4				
14	Boise-Rose							
15	NR							
16	PCH - Butler	69.9	50'	69.9				
17	Pleasant Valley Rd. - Olds	72.9	50'	72.9				
18	NR							
19	Pleasant Valley Rd. - Butler	68.1	50'	68.0				
20	J St. - Hueneme	71.9	25'	67.4				
21	J Street-Pleasant Valley Rd.	69.0	25'	64.5				
22	J Street - Bard	70.7	75'	65.2	62.5	25'	58.0	
23	J Street - Yucca	65.2	25'					
24	Spruce - Lassen							
25	Ventura-Teakwood	72.7	25'	68.2				
26	Ventura-Channel Island Blvd.	82.5	25'	78.0	57.7	25'	53.2	
27	J St. - Channel Island Blvd.	72.6	36'	70.3				
28	Saviers - Channel Island Blvd.	72.0	40'	70.5	63.0	40'	61.5	
28A	NR							
29	Ventura RR - Channel Island Bl.							
30	Channel Island & Route 1	67.1	70'	69.1	67.5	70'	69.5	
31	NR							
32	Channel Island Blvd - Rice	70.2	25'	65.7	64.0	25'	59.5	

TABLE 3A

SITE	LOCATION	DAY					NIGHT					
		L_{eq1}	D_1	L_{eq2}			L_{eq1}	D_1	L_{eq2}			
33	San Mateo-Earhard											
34	NR											
35	NR											
36	Rose-Wooley	73.9	40'	72.4			58.9	40'	57.4			
36A	Richmond-Wooley											
36B	Commerical-Oxnard											
37	NR											
38	Rice-Wooley	70.1	30'	66.8			64.5	30'	61.2			
39	5th St. - Rice	74.5	50'	74.5			58.1	50'	58.1			
40	5th St. - Rose	79.9	50'	79.9			58.6	50'	58.1			
41	Santa Lucia - Gibraltar											
42	NR											
43	Rice - Colonia	70.5	25'	66.0								
43A	Pumps - Oil											
44	Colonia - Kohala	65.9	25'	61.4								
45	Rose - Colonia	67.5	25'	63.1								
46	NR											
47	Rose - Gonzalas	69.8	40'	68.3			57.5	40'	56.0			
48	North end Juanita											
49	Oxnard - Gonzalas	73.8	25'	68.3			64.7	25'	60.2			
50	Snow - Emerald											
51	Rose-PCH-Ventura	74.5	45'	74.0			67.8	45'	67.2			
51A	Rose - 25' from freeway		375'				60.2	375'	73.2			
52	Ventura Blvd. - Ventura Freeway	69.3	100'	73.8								
53	NR											
54	Santa Clara - 1/4 mile north of fwy.	68.1	50'	68.1								
55	3600 block Orange Drive											
56	Santa Clara - Friedrich	64.1	50'	64.1								
56A	Santa Clara-Central	63.0	50'	63.0								
57	Orange - Balboa											
58	NR											
59	Central - Rose	66.8	50'	66.8								
60	Rose - 1500' north of Rose											
61	Rose - Vineyard	69.9	50'	69.9			65.5	50'	65.5			

TABLE 3B

SITE	LOCATION	DAY					NIGHT					
		L_{eq1}	D_1	L_{eq2}			L_{eq1}	D_1	L_{eq2}			
62	Detroit - Collins											
63												
63A	Esplanade-at Sears											
64	Wagon Wheel Mobile Homes											
64A	Holly - Heather											
65	Vineyard - Oxnard	69.0	50'	69.0								
66	Edelwiss-Fox Glove											
67	H St.-Gonzalas	70.5	50'	70.5								
68	Santana-Dahlia											
69	Gonzalas-Ventura	72.4	50'	72.4								
70	Bevra - Damela											
71	Gonzalas-Ventura	67.9	50'	67.9								
72	Gonzalas-Victoria	65.5	50'	65.5								
73	Victoria-Doris	66.1	30'	63.1								
74	Patterson-Doris	63.9	50'	63.9								
75	McGrath State Park											
76	SCE Plant - Mandalay Beach											
77	5th Street W - Mandalay Beach	60.4	25'	54.9								
78	5th Street W - Harbor	67.9	50'	62.4								
79	S. Teal-W. Victoria											
79A	Wooley-Victoria	63.7	50'	63.7			70.8	50'	70.8			
80	Dolphin-E. Beach											
81	W. End Wooley	55.0	50'	55.0								
82	Jamestown-Meridian											
83	Victoria-Wooley	66.9	50'	66.9								
84	5th St.-Victoria	66.8	50'	66.8								
85	Offshore-Taffrail											
86	Patterson-Wooley	63.3	50'	63.3								
87	Rialto-Wooley											
88	5th St.-Ventura	70.0	40'	68.5								
88A	5th St.-K Street	62.9	25'	57.5								
89	5th St.-H Street	67.0	50'	67.0			64.3	50'	64.3			
90	2nd St.-K Street	62.1	50'	62.1								
91	3rd St.-C Street	67.5	50'	67.5								

TABLE 3C

SITE	LOCATION	DAY			NIGHT			
		L_{eq1}	D_1	L_{eq2}	L_{eq1}	D_1	L_{eq2}	
92	3rd St.-Oxnard	72.5	50'	72.5				
93	A St.-Doris							
94	Cooper-Juanita							
94A	3rd St.-Wilson							
95	Hazelwood-F Street							
96	Hunstwood-Lakehurst							
97	Galatin-Cabrillo							
98	Park - Offshore							
99	Hill - Woodland							
100	Ocean - Channel Island Blvd.	55.6	50'	55.6				
101	Harbor - Channel Island Blvd.	65.5	50'	65.5	70.0	201'	64.0	
102	Peninsula Park							
103	Ojai - Ocean							
104	Panama-Victoria	66.4	50'	66.4	70.5	25'	66.5	
105	Victoria - Channel Island	68.3	50'	68.3	68.8	50'	68.8	
106	Victoria-Hemlock	60.2	50'	60.2				
107	Patterson-Hemlock	65.4	50'	65.4				
108	Ventura-Hemlock	76.9	18'	70.3				
109	Ceader-M Street							
110	J St. - Iris	70.0	20'	64.0	52.4	20'	46.4	
111	Elm - D Street							
112	Iris - Gisler							
113	Oxnard-Wooley	80.8	25'	76.3	68.9	25'	64.4	
113A	W. side Comm.- South of Wooley							
114	Wooley - J Street	65.8	50'	65.8				
115	Wooley - Ventura	70.7	50'	70.7	64.6	50'	64.6	
116	Doris - Ventura	68.1	50'	68.1				
117	Doris - H Street	64.8	40'	64.8				
118	Alton St. - in front of Jet Scrap							
119	McWane & Acturus							
119A	Kaiser Steel Parking Lot							
120	S. California Edison Plant							
121	R.R. Measurements							

TABLE 4

OXNARD TAKEOFFS - PATTERSON AND TEAL CLUB RD.

August 25, 1977

EVENT	TYPE*	L MAX	SENEL
1	Helio	103	113
2	Helio	103	114
3	Helio	same as 2	
4	Jet	86	95
5	Helio	86	97
6	T.E.	70	72
7	Helio	103	114
8	Helio	88	94
9	S.E.	86	90
10	S.E.	74	83
11	T.E.	85	90
12	S.E.	88	94
13	Helio	104	116
14	T.E.	88	91
15	Helio	93	100
16	S.E.	76	83
17	T.E.	77	88
18	S.E.	84	89
19	Helio	98	112
20	Jet	99	107
21	T.P.	64	77
22	S.E.	82	89
23	Helio	86	94
24	T.P.	80	88
25	T.P.	80	87
26	T.E.	89	94
27	S.E.	88	95
28	Helio	91	99
29	S.E.	78	86
30	S.E.	84	91
31	T.E.	82	87
32	S.E.	77	86
33	T.E.	93	97
34	S.E.	76	84
35	S.E.	79	88
36	S.E.	77	86
			74

* Helio = Helicopter

Jet = Jet

S.E. = Single Engine

T.E. = Twin Engine

T.P. = Golden West Air Lines

Table 4

OXNARD TAKEOFFS - Continued

August 25, 1977

EVENT	TYPE*	L MAX	SENEL
37	S.E.	69	74
38	S.E.	67	77
39	S.E.	80	88
40		81	-
41	S.E.	76	86
42	S.E.	92	95
43	S.E.	76	87
44	Helio	74	90
45	S.E.	73	84
46	S.E.	73	80
47	Helio	89	97
48	S.E.	76	87
49	Jet	88	106
50	S.E.	75	84
51	S.E.	85	91
52	T.E.	76	88
53	Helio	-	-
54	S.E.	82	89
55	S.E.	92	98
56	S.E.	75	83
57	S.E.	70	71
58	S.E.	86	91
59	S.E.	80	98
60	T.E.	83	87
61	S.E.	75	85
62	S.E.	75	82
63	S.E.	72	81
64	T.E.	93	96
65		70	81
66		74	86
67	S.E.	73	83
68	S.E.	80	86
69	S.E.	76	86
70	T.E.	75	85
71	S.E.	82	88
72	S.E.	78	89

OXNARD TAKEOFFS - Continued

August 25, 1977

EVENT	TYPE	L MAX	SENEL
73	S.E.	82	82
74		79	87
75	S.E.	84	92
76	S.E.	76	84
77	S.E.	77	83
78	S.E.	75	87
79	S.E.	85	92
80	S.E.	74	83
81	S.E.	86	104
82	T.E.	90	96
83	S.E.	74	78
84	S.E.	80	90
85		77	88
86	T.E.	94	99
87	S.E.	75	83
88	S.E.	77	87
89	S.E.	73	82
90	Helio	79	92
91	T.E.	94	99
92	S.E.	76	84
93	S.E.	80	86
94	T.E.	95	98
95	T.E.	87	92
96	P.E.	82	89
97	S.E.	90	95
98	T.E.	79	90
99	T.E.	97	102
100	T.E.	90	97
101	Jet	80	89
102	S.E.	77	85
103		80	91
104	S.E.	92	97
105	S.E.	79	87
106	S.E.	87	94
107	Jet	80	91
108	S.E.	86	95
109	S.E.	96	99
		98	

OXNARD TAKEOFFS - Continued

August 25, 1977

EVENT	TYPE*	L MAX	SENEL
110	S.E.	98	104
111	S.E.	104	108
112	S.E.	96	90
113	T.E.	102	106
114	S.E.	102	107
115	T.E.	68	73
116	T.E.	67	74
117	T.P.	60	68
118	S.E.	66	71
119	S.E.	68	73
120	S.E.	77	85
121	S.E.	91	92
122	T.E.	82	89
123	S.E.	83	89
124	S.E.	87	93
125	S.E.	92	96
126	S.E.	84	89
127	S.E.	94	96
128	S.E.	91	96
129	T.P.	80	90
130	S.E.	83	89
131	S.E.	87	87
132	T.E.	94	97
133	S.E.	84	92
134	S.E.	83	95
135	S.E.	68	80
136	S.E.	74	86
137	S.E.	73	82
138	S.E.	79	90

TABLE 5

OXNARD LANDINGS - HST IN LINE WITH APPROACH

August 24, 1977

EVENT	TYPE*	L_{MAX}	SENEL
1	S.E.	59	64
2	S.E.	64	70
3	S.E.	61	70
4	S.E.	67	74
5	S.E.	67	79
6	S.E.	56	70
7	T.W.	82	89
8	T.E.	81	87
9	S.E.	64	73
10	S.E.	60	80
11	S.E.	72	82
12		-	-
13	S.E.	64	78
14	S.E.	82	88
15	S.E.	71	78
16	S.E.	60	71
17	S.E.	67	76
18		-	-
19	S.E.	56	64
20	S.E.	68	82
21	T.E.	64	76
22	S.E.	60	72
23	S.E.	77	83
24	S.E.	77	78
25	S.E.	60	78
26		62	77
27	S.E.	62	75
28	S.E.	61	96
29	S.E.	67	81
30	S.E.	66	81
31	S.E.	66	76
32	S.E.	66	78
33		-	-
34	T.E.	84	87
35	S.E.	71	81
36	S.E.	56	71
37	T.E.	78	85
38	T.E.	74	80
39	T.E.	78	84
40	T.E.	77	79
41	S.E.	62	72
42	T.E.	81	84
43	T.E.	84	86
44	S.E.	63	71
45	S.E.	65	72

*Helio = Helicoper

S.E. = Single Engine

T.E. = Twin Engine

Jet = Jet

T.P. = Golden West Air Line

Table 5

OXNARD LANDINGS -- August 24, 1977 -- Continued

EVENT	TYPE *	L_{MAX}	SENEL
46	S.E.	63	71
47	S.E.	62	71
48	T.E.	74	79
49	T.E.	85	87
50	S.E.	60	69
51	T.E.	75	80
52	T.E.	74	79
53	S.E.	78	83
54	T.E.	82	85
55	S.E.	77	81
56	S.E.	62	70
57	S.E.	64	69
58	S.E.	56	68
59	T.E.	82	86
60	S.E.	67	67
61	S.E.	68	74
62	S.E.	65	71
63	S.E.	60	69
64	T.E.	74	80
65	S.E.	71	102
66	S.E.		
67	S.E.	67	73
68	S.E.	64	73
69	S.E.	64	72
70	T.E.	74	81
71	S.E.	76	80
72	S.E.	69	75
73	S.E.	59	69
74	S.E.	60	69
75	S.E.	70	76
76	T.E.	86	87
77	S.E.	62	71
78	T.E.	82	86
79	S.E.	65	75
80	T.E.	82	86
81	T.E.	86	86
82	S.E.	77	82
83	S.E.	75	75
84	S.E.	59	79
85	S.E.	74	78
86	S.E.	69	77
87	S.E.		
88	S.E.	58	69
89	S.E.	63	74
90	S.E.	73	77

OXNARD LANDINGS -- August 24, 1977 -- Continued

EVENT	TYPE *	L MAX	SENEL
91	S.E.	64	91
92	S.E.	66	74
93	S.E.	78	83
94	Helio	63	75
95	S.E.	59	71
96	S.E.	73	78
97	Jet	98	89
98	S.E.	83	84
99	S.E.	-	-
100	S.E.	67	74
101	S.E.	67	73
102	S.E.	74	78
103	S.E.	61	70
104	S.E.	66	73
105	T.E.	84	88
106	S.E.	64	72
107	S.E.	64	74
108	Jet	81	89
109	S.E.	72	78
110	T.E.	75	79
111	S.E.	72	78
112	T.E.	62	71
113	S.E.	73	78
114	S.E.	70	77
115	S.E.	79	81
116	S.E.	58	68
117	S.E.	78	81
118	S.E.	67	74
119	T.E.	77	79
120	S.E.	72	69
121	S.E.	58	81
122	S.E.	75	74
123	S.E.	65	74
124	S.E.	65	86
125	S.E.	84	84
126	T.E.	84	88
127	S.E.	64	73
128	S.E.	63	73
129	S.E.	76	80
130	S.E.	80	84
131	S.E.	66	74
132	S.E.	82	84
133	T.E.	83	84

7.3 INDUSTRIAL

Nine industrial sites specifically were measured. The results are catalogued below:

TABLE 7

INDUSTRIAL LOCATIONS

Site	Location	L_{eq} (day)	% Trucks
36A	Richmond-Wooley	68.3	25
30B	Commercial-Oxnard	69.9	33 (1)
43A	Oil Pump	70.0	NA
94A		71.7	5
113A	Near Commercial-Wooley	73.4	13
118	Jet Scrap Company	66.4	NA
119	McWane and Acturus	76.9	NA
119A	Kaiser Steel	75.3	NA
120	So. Calif. Edison-Oxnard	64.6	NA

(1) Not applicable for this measurement.

7.4 RAILROADS

Railroad noise occurred at five of the measurement sites as part of the normal survey process. The maximum noise levels at these sites is shown in Table 8.

TABLE 8

MAXIMUM NOISE LEVELS FROM TRAINS AT FIVE COMMUNITY SITES

Site	Max. dBA	Source	CNEL
13	86	Ventura County R.R.	37(1)
38	89,98	SPRR	68 (2)
39	92	SPRR	61
93	78	SPRR on Oxnard Road	47
95	74	SPRR on Oxnard Road	43

(1) CNEL calculated from data supplied by Ventura County Railroad at one train per day.

(2) CNEL calculated from operations data supplied by SPRR for 11 trains from 7:00 a.m. to 10:00 p.m. and five from 10:00 p.m. to 7:00 a.m., and events recorded at the site.

Additionally, a site was selected in the Esplanade Shopping Center, and trains monitored for a longer period of time. Eight events were recorded. The results are listed in Table 9.

TABLE 9

TRAINS AT 100 FEET FROM TRACK
ESPLANADE PARKING LOT (1)

Event	Number of Engines	Type	dBA Max.	Duration (Seconds)	SNEL
1	4	Freight	93	197.5	109.8
2	1	Freight	88	25.5	99.4
3	2	Freight	94	31.1	104.7
4	6	Freight	94	197.6	108.6
5	4	Freight	97	102.8	109.7
6	2	Passenger	90	33.6	104.7
7	1	Freight	91	29.1	100.0
8	5	Freight	91	94.7	107.4
Average			93.1	89.0	107.0

(1) CNEL computed at 76. Operations data for both railroads is listed in Table 10.

TABLE 10

RAILROAD DATA - OXNARD

Southern Pacific Railroad:

Passenger

Trains: 7:00 a.m. - 10:00 p.m.=2 per day
10:00 p.m. - 7:00 a.m.=0

Average Speed: 35 mph

Freight

Trains: 7:00 a.m. - 10:00 p.m.=15 per day
10:00 p.m. - 7:00 a.m.= 5 per day

Average Speed: 35 mph

Average Length: 5,500 feet

Ventura County Railroad:

Passenger: None

Freight: 1 per day

- Starts and stops along the way to unload and load freight
- No night operations
- Average 6 cars in length; sometimes as many as 12 cars

7.5 LONG TERM RECORDINGS

Average locations were measured for an extended period of time. These measurements varied from a low of six hours in duration up to 24 hours. Calculation of data varied slightly with the initial two 24 hour sites recording only L_{eq} data. This was later corrected to include all relevant parameters. The tabulations of all relevant parameters is contained in Tables 11 to 15. Graphical plots of this data are contained in Exhibits 11 to 15.

TABLE 11

24 HOUR MEASUREMENT AT WOOLEY AND SAVIERS
(40 Feet From the Center Line
of the Near Travel Lane)

Hour	Time	L_{10}	L_{50}	L_{90}	L_{eq}
1	1 a.m.	72.8	65.5	59.0	69.0
2	1-2	70.5	60.0	50.8	65.5
3	2-3	70.0	60.0	50.0	65.0
4	3-4	73.0	61.0	50.0	68.0
5	4-5	73.0	62.0	57.0	68.0
6	5-6	70.0	62.0	54.0	65.0
7	6-7	75.0	69.0	62.0	72.0
8	7-8	77.0	71.0	65.0	74.0
9	8-9	77.0	72.0	67.0	74.0
10	9-10	76.8	71.0	65.8	72.9
11	10-11	76.5	70.5	65.5	72.7
12	11-12	77.5	71.3	66.5	73.3
13	12-1 p.m.	77.8	72.3	68.3	73.8
14	1-2	77.3	71.3	67.3	73.3
15	2-3	77.0	71.3	67.0	73.1
16	3-4	77.5	71.8	67.0	73.5
17	4-5	77.0	72.0	68.5	73.4
18	5-6	76.5	71.3	67.5	73.0
19	6-7	76.0	70.3	66.0	72.4
20	7-8	75.8	70.3	65.8	72.1
21	8-9	71.3	68.5	63.8	70.9
22	9-10	73.5	67.5	61.1	70.9
23	10-11	73.0	66.5	60.3	69.4
24	11-12	72.8	65.8	60.0	69.1

CNEL

L_{eq} Day = 74
L_{eq} Evening = 72
L_{eq} Night = 69
L_{eq} (24) = 72.0

CNEL = 77

TABLE 12

24 HOUR MEASUREMENT AT ROSE AND VENTURA FREEWAY
(138 Feet From the Center Line
of the Near Travel Lane)

Hour	Time	L_{10}	L_{50}	L_{90}	L_{eq}
1	12-1 a.m.	70.3	61.3	51.3	66.6
2	1-2	70.0	59.0	48.0	65.0
3	2-3	69.0	58.0	48.0	64.0
4	3-4	67.0	56.0	44.0	62.0
5	4-5	69.0	55.0	44.0	64.0
6	5-6	70.0	58.0	47.0	64.0
7	6-7	72.0	63.0	53.0	69.0
8	7-8	74.0	70.0	65.0	71.0
9	8-9	75.8	70.8	66.0	72.4
10	9-10	75.5	70.5	65.5	72.0
11	10-11	76.5	71.0	66.3	72.8
12	11-12	76.3	71.5	66.5	72.7
13	12-1 p.m.	76.0	71.5	67.5	72.8
14	1-2	76.5	71.5	67.0	73.0
15	2-3	76.3	71.3	66.8	72.8
16	3-4	76.8	72.3	68.3	73.5
17	4-5	6.5	72.5	69.0	73.5
18	5-6	76.3	72.0	68.5	73.1
19	6-7	75.3	70.8	66.8	72.1
20	7-8	74.5	69.8	64.8	71.2
21	8-9	72.8	67.8	63.0	69.6
22	9-10	73.3	67.3	60.8	69.6
23	10-11	72.5	66.3	58.8	68.9
24	11-12	71.8	65.0	55.8	68.2

CNEL

L_{eq} Day = 73
L_{eq} Evening = 70
L_{eq} Night = 66
L_{eq} (24) = 71

CNEL = 75

TABLE 13

9 HOUR MEASUREMENT AT YUCA AND CLOYNE
(46 Feet From the Center Line
of the Near Travel Lane on Yuca)

Hour	Time	L_{10}	L_{50}	L_{90}	L_{eq}
1	12-1 p.m.	62.8	55.5	55.5	59.5
2	1-2	63.0	55.8	49.0	59.3
3	2-3	63.8	55.5	48.3	59.7
4	3-4	63.8	56.3	47.3	60.0
5	4-5	63.8	55.8	47.8	59.7
6	5-6	62.5	54.3	46.0	58.9
7	6-7	64.5	55.0	46.0	60.4
8	7-8	62.5	54.5	45.5	60.0
9	8-9	64.0	57.0	47.0	59.0

$L_{eq\ (9)}$ = 60

TABLE 14

15 HOUR MEASUREMENT AT WILSON PARK

Hour	Time	L_{10}	L_{50}	L_{90}	L_{eq}
1	9-10 p.m.	49.0	43.0	38.0	44.0
2	10-11	54.0	48.0	43.0	50.0
3	11-12	52.0	45.0	37.0	47.0
4	12-1	47.0	39.0	32.0	41.0
5	1-2	47.0	41.0	35.0	42.0
6	2-3	45.0	39.0	33.0	41.0
7	3-4	41.0	37.0	32.0	40.0
8	4-5	41.0	39.0	34.0	40.0
9	5-6	44.0	40.0	35.0	42.0
10	6-7	54.0	47.0	40.0	51.0
11	7-8	53.8	46.3	40.8	52.8
12	8-9	58.0	57.0	44.0	53.0
13	9-10	57.0	57.0	44.0	54.0
14	10-11	57.0	47.8	51.3	55.5
15	11-12	60.0	49.5	43.3	57.4

$L_{eq\ (15)} = 51$

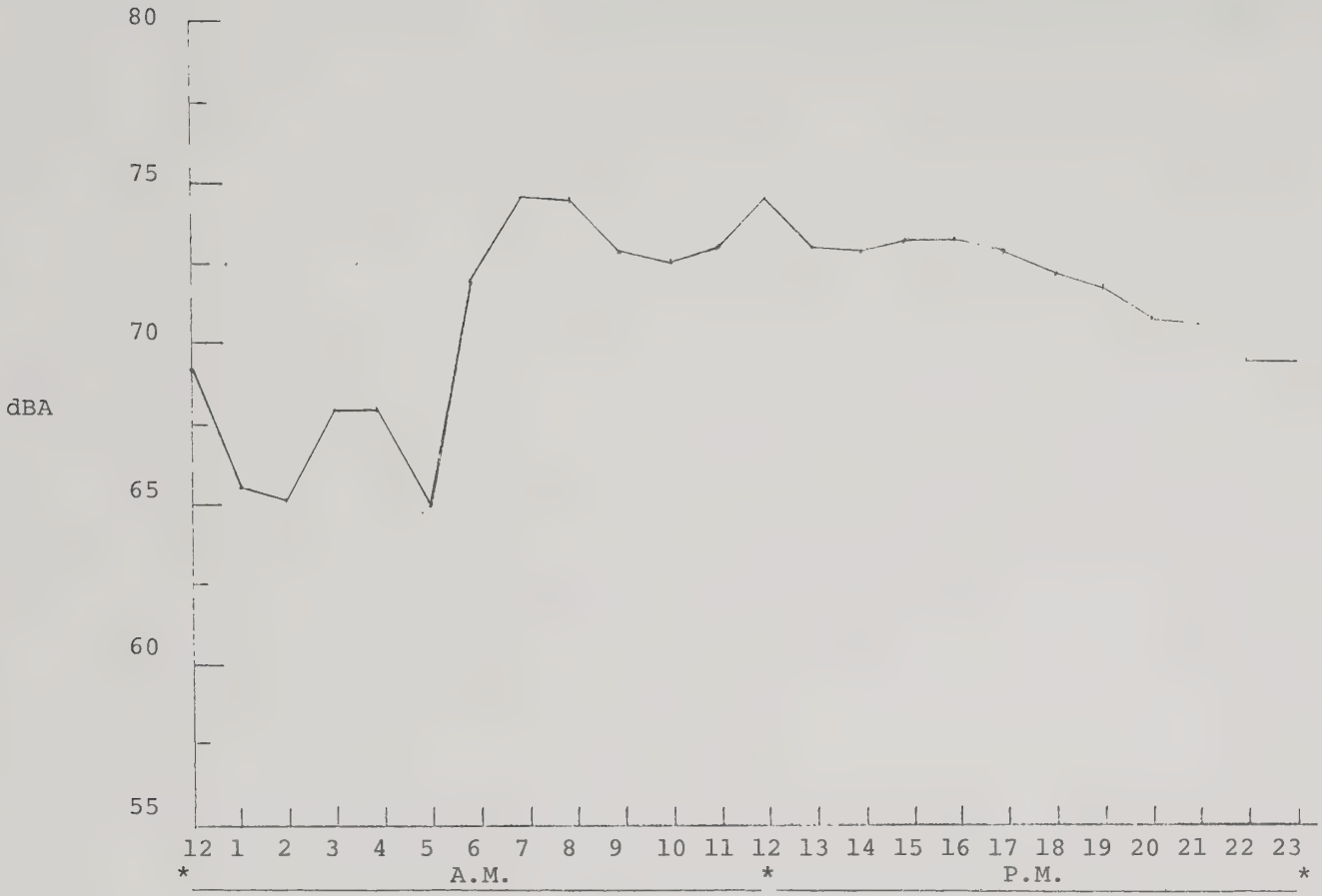
TABLE 15

12 HOUR MEASUREMENT AT C AND GLENWOOD
(10 Feet From the Center Line of the Near Travel Lane)

Hour	Time	L_{10}	L_{50}	L_{90}	L_{eq}
1	12-1 a.m.	57.0	45.0	41.0	56.0
2	1-2	61.0	51.0	41.0	56.0
3	2-3	58.0	49.0	41.0	53.0
4	3-4	45.0	42.0	40.0	43.0
5	4-5	50.0	45.0	40.0	46.0
6	5-6	62.0	54.0	46.0	57.1
7	6-7	66.0	56.0	46.0	61.0
8	7-8	65.0	53.0	46.0	60.0
9	8-9	65.0	53.0	46.0	60.0
10	9-10	65.0	53.0	46.0	60.0
11	10-11	66.0	56.0	49.0	61.0
12	11-12	67.0	57.0	49.0	61.0

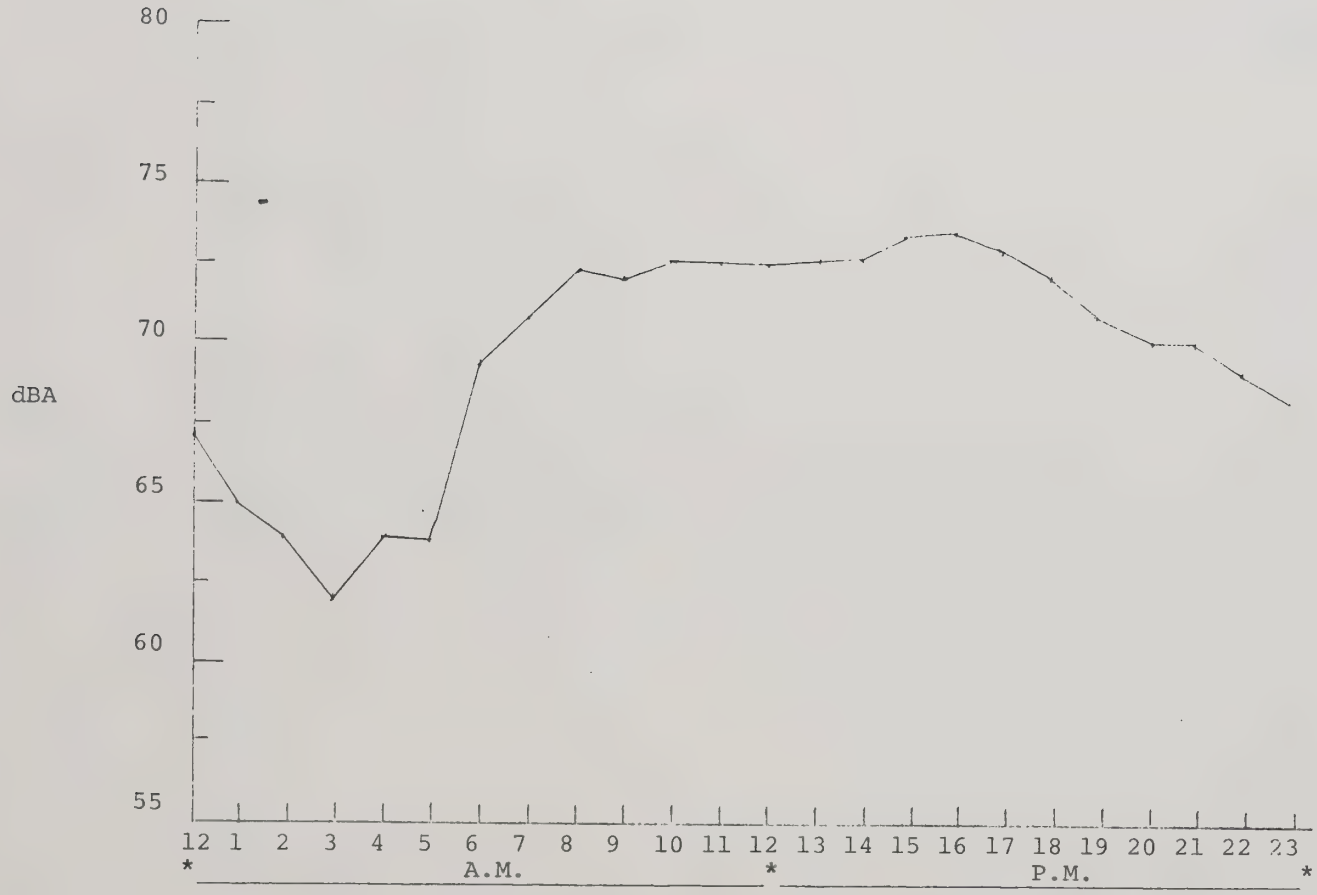
$L_{eq\ (12)} = 58$

EXHIBIT 11 - L_{eq} Values



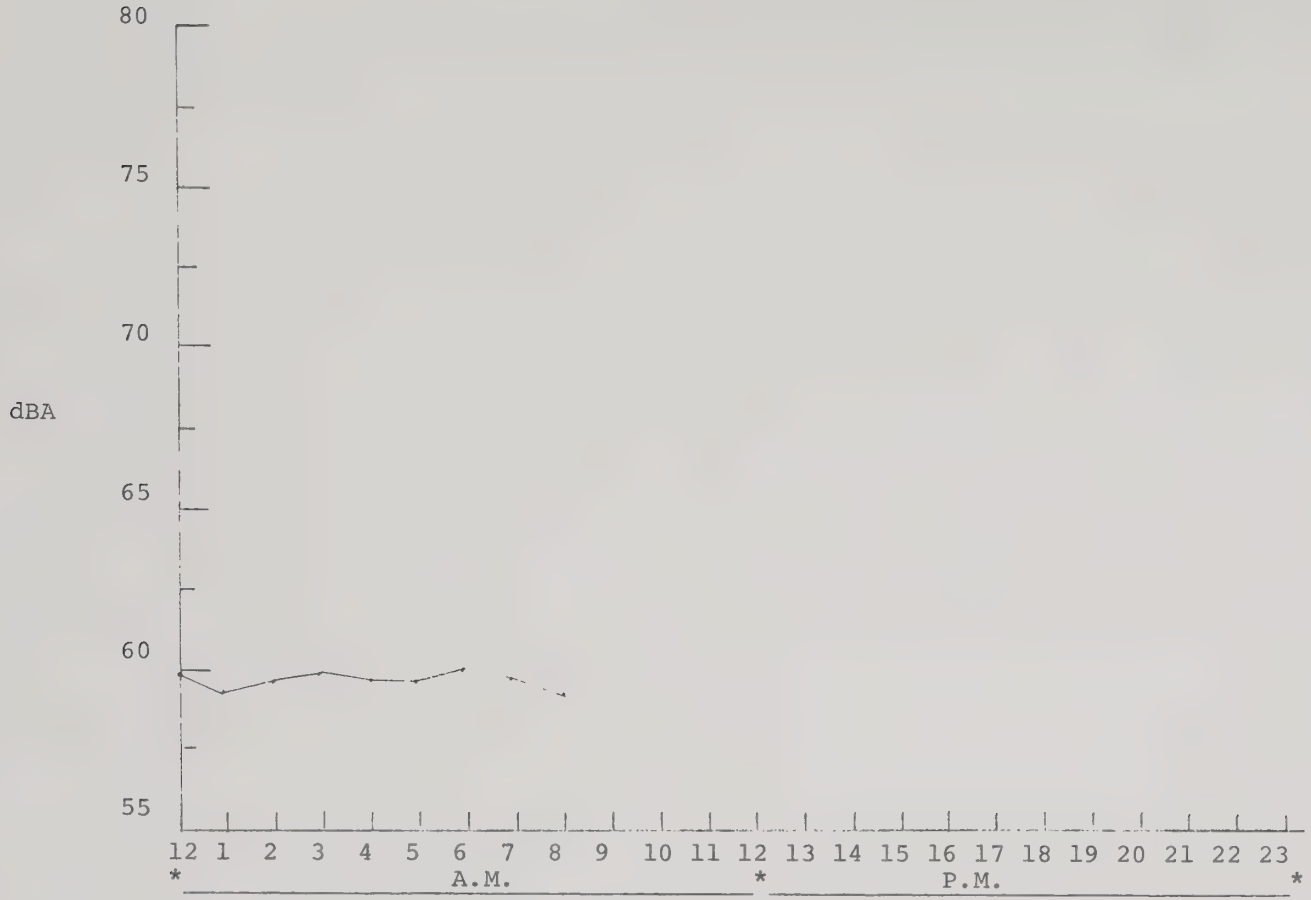
24 HOUR MEASUREMENT AT WOOLEY AND SAVIERS
(40 Feet From the Center Line
of the Near Travel Lane)

EXHIBIT 12



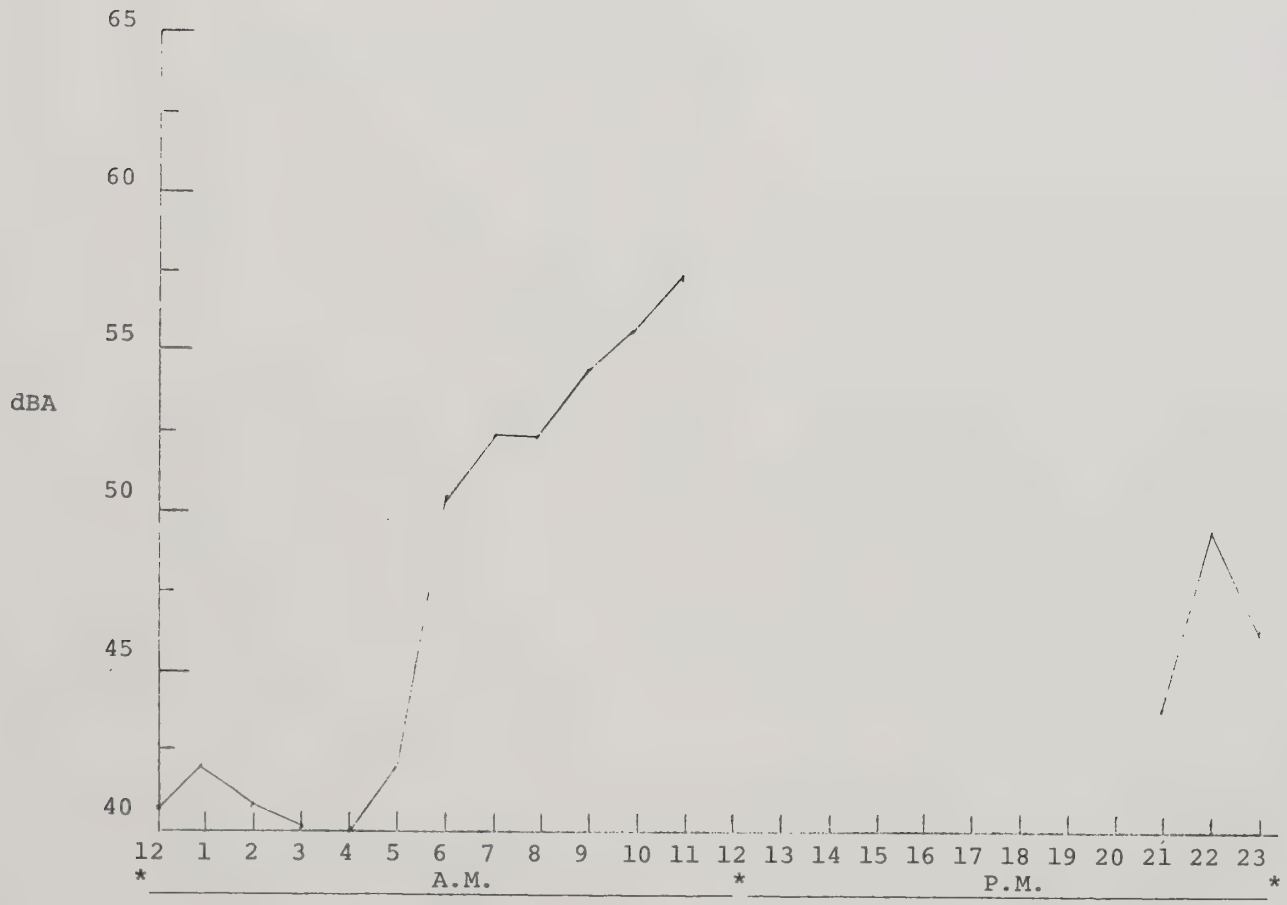
24 HOUR MEASUREMENT AT ROSE AND VENTURA FREEWAY
(138 Feet From the Center Line
of the Near Travel Lane)

EXHIBIT 13

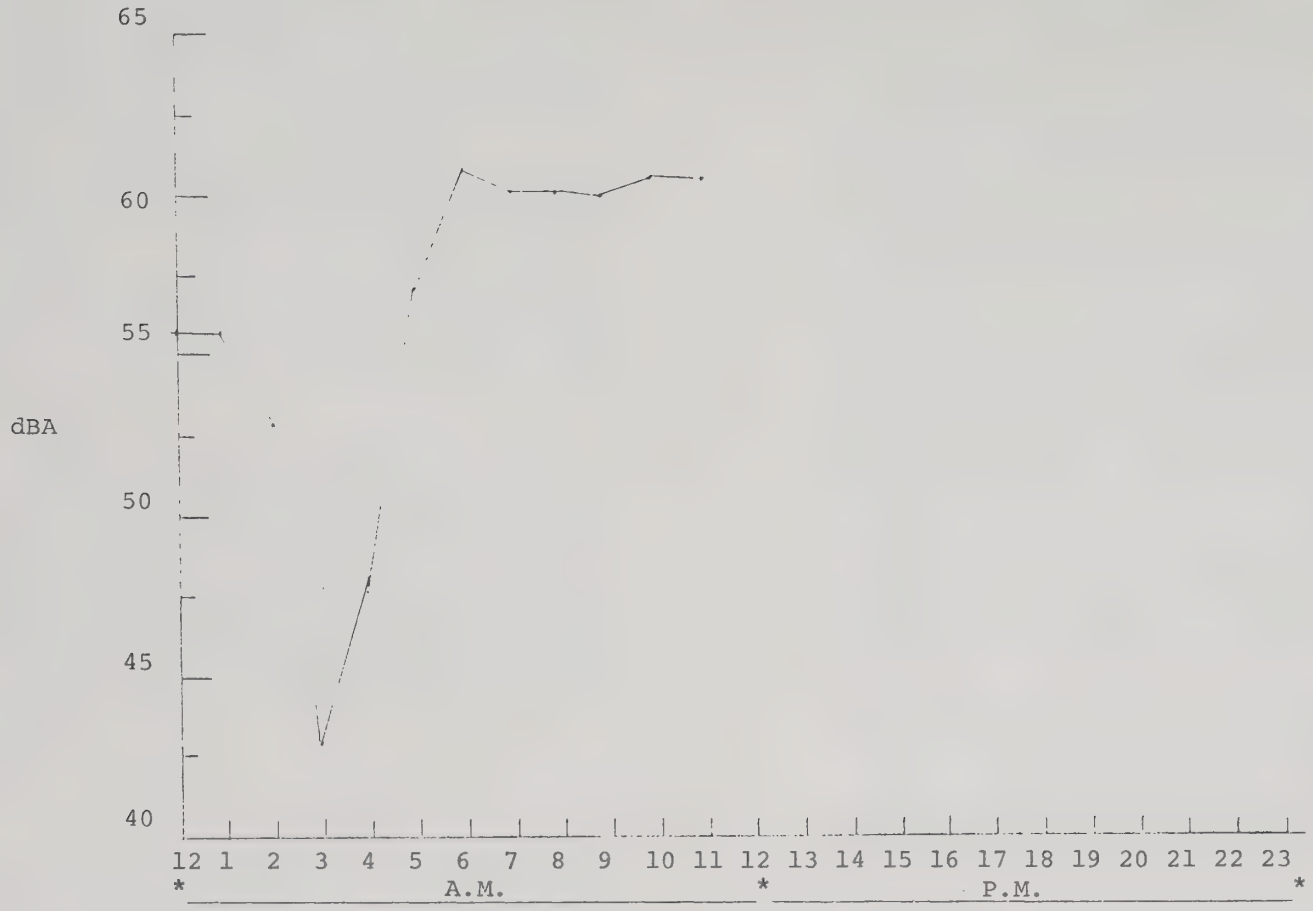


9 HOUR MEASUREMENT AT YUCA AND COLYNE
(46 Feet From the Center Line
of the Near Travel Lane on Yuca)

EXHIBIT 14



15 HOUR MEASUREMENT AT WILSON PARK



12 HOUR MEASUREMENT AT C AND GLENWOOD
(10 Feet From the Center Line of the
Near Travel Lane)

8.0 EXAMINATION OF THE RESULTS

The results will be examined by the city section listed in Table 1.

8.1 NEIGHBORHOODS

South Central: Channel Islands to Hueneme, Ventura to San Simeon.

Daytime L_{eq} values in neighborhood areas typically range from 56 dBA to 61 dBA. The average was about 58 dBA. The lowest levels (L_{90}) lie in a narrow range of 47 dBA to 52 dBA. As expected, L_{10} levels show a greater spread.

Intersection L_{eq} values fall in a range of 66 dBA to 73 dBA. The average was 72 dBA since most locations were near the high end of the scale.

Southeast: San Simeon to Rice, Hueneme to 5th.

The area is only sparsely developed. The neighborhood locations are limited and L_{eq} values range from 56 dBA to 64 dBA with an average of 58 dBA.

Intersections again range from 68 dBA to 73 dBA, with an average of 72 dBA. Site 19 was near the mobile home park at Pleasant Valley and the Pacific Coast Highway and has a 68 L_{eq} reading.

Nighttime samples at sites indicated an average 16 dBA reduction at intersections. Neighborhood locations are anticipated to drop the same amounts. On average then, the neighborhoods would experience daily noise levels on 56 CNEL. Intersections (30 to 50 feet from the near travel lane) would be an average 71 CNEL in this area.

Southwest: 5th to Port Hueneme Harbor, Ocean to Ventura.

This area must be divided into the area shown in Exhibit 5 and that point in Exhibit 6. The area near the ocean (Exhibit 5) has a considerably lower density of population and limited through roadways. Daytime L_{eq} values in the neighborhood ranged from 51 dBA to 53 dBA. Intersections ranged from 60 dBA to 66 dBA. The state park was an average 64 dBA.

Examination of the night samples indicates no consistent downward shift of noise at night at the sample sites. On this basis, we estimate neighborhoods at an average 58 CNEL and intersections at 70 CNEL.

In the east area (Exhibit 6) neighborhood location L_{eq} values range from 49 dBA to 65 dBA with an average 59 dBA. Intersections range from 67 dBA to 77 dBA with an average 71 dBA. Nighttime samples show a typical 10 dBA drop in neighborhoods and 5 dBA at the intersection. The neighborhoods are expected to read 59 CNEL and the intersection 74 CNEL.

Northwest: Doris to Santa Clara River, Oxnard to Ventura.

This area is largely vacant west of Ventura. Neighborhood locations ranged from a low of 51 to a high of 64 L_{eq} with an average around 58 L_{eq}. Intersections were typically 64 to 67 L_{eq} west to Ventura and 69 to 64 L_{eq} east of Ventura. The airport is in this section and is considered separately.

Northeast: Oxnard to Rice, 5th to Route 101.

The northeast area is largely the Colonia area with a small residential area up near Route 101. Daytime neighborhood sites in the Colonia were 51, 58 and 67 L_{eq} respectively. The levels tend to rise toward 3rd Street, and with the lowest north of Colonia Road. Intersections ranged from 68 to 74 L_{eq} in the daytime. The neighborhood site (5) near Route 101 registered 67 L_{eq}. Remeasurement at night indicated 48 L_{eq} or a 14 dBA drop. Intersection locations in this section dropped 10 dBA which we estimate can be applied to the Colonia. The nighttime intersection readings would typically read 72 CNEL in this area, or an equivalent of the daytime L_{eq} value. The area near Route 101 computes at 65 CNEL.

Del Norte: North Route 101

The Del Norte area is largely undeveloped. The three neighborhood sites read from 51 to 61 L_{eq}. Locations near Route 101 read 69 L_{eq} and locations at intersections in the undeveloped areas ranged from 63 to 65 L_{eq}. Nighttime readings near the freeway indicate a 7 dBA decrease, and in the outlying areas the reductions are 15 dBA. On this basis, the areas away from streets are calculated at 50 CNEL, near the intersection at 60 CNEL, and near the freeway 60 CNEL.

Central: Ventura to Rice, Channel Island to Doris.

The central area contains both strictly residential neighborhoods and neighborhoods with mixed commercial/industrial and residential. The neighborhood range from 60 to 65 L_{eq} in the daytime. Nighttime levels drop about 5 dBA on average. Intersections range from 70 to 75 L_{eq}. Nighttime levels were only 1 to 2 dBA lower at the sample periods. On this basis, we rank the neighborhoods west of Oxnard Blvd. at an average 65 CNEL, and the intersections at an average 78 CNEL.

Commercial: Shopping Centers

Most commercial areas are included in the intersection measurements. Some were selected that did not fit into that category. Sites were located at Esplanade (68), the center of Saviers and Channel Island Blvd. On the interior of the Esplanade Shopping Center, the reading was a relatively low 62 CNEL, lower than a typical intersection and higher than a typicaly neighborhood. At the other center, the reading was expressly for compressor noise (Site 28A). This reads 67 L_{eq} at 50 feet from the compressor with a maximum of 72 dBA.

Day-Night Comparison:

The 31 sites may be divided into 20 intersection locations and 11 neighborhood locations. The summary of events for both is contained in Tables 16 and 17. There is a wide variety of difference between locations due in a large part to the time the nighttime measurements were taken.

TABLE 16

INTERSECTION CHANGES FROM DAY TO NIGHT (L_{eq})

Site	Day	Time	Night	Time	Change	ADT
4	73	3:52	60.2	10:15	-12.8	31
22	65.2	11:09	58.0	9:45	- 7.2	9
26	78	3:58	53.2	2:45	-24.8	23
28	70.5	6:46	61.5	12:55	- 9.0	39
30	69.1	9:27	69.5	10:20	+ 0.4	--
32	65.7	10:11	59.5	10:50	- 6.2	11
36	72.4	10:40	57.4	1:25	-15.0	11
38	66.8	10:15	61.2	1:50	- 5.6	17
39	74.5	9:45	58.1	2:10	-16.4	24
40	79.9	3:25	58.1	2:45	-21.8	20
47	68.3	4:25	56.0	3:20	-12.3	19
49	68.3	3:10	60.2	4:22	- 8.1	39
51	74.0	2:15	67.2	11:25	- 6.8	--
61	69.6	12:00	65.5	12:00	- 4.4	--
89	67.0	4:28	64.3	12:50	- 2.7	16
101	65.5	6:42	64.0	10:15	- 1.5	15
104	66.4	5:26	66.5	10:20	+ 0.1	8
110	64.0	5:16	46.4	2:15	-17.6	--
113	76.3	12:30	64.4	1:00	-11.8	--
115	70.7	2:41	64.6	12:40	- 6.1	27
Average	72.8		63.2		- 9.6	

TABLE 17

NEIGHBORHOOD CHANGES FROM DAY TO NIGHT (L_{eq})

Site	Day	Time	Night	Time	Change
9	67.7	10:49	46.9	10:40	-20.8
50	67.1	4:10	48.8	3:45	-18.3
57	57.1	1:49	55.4	10:15	- 1.6
68	63.5	4:05	44.0	5:20	-19.5
95	53.3	1:20	45.7	2:15	- 7.6
99	59.1	4:23	56.4	11:50	- 2.6
103	57.9	4:55	56.3	9:10	- 2.6
112	59.2	6:17	55.7	12:30	- 3.5
Average	63.2		53.3		- 9.9

The largest drops occur after 12:00 a.m. at night for the intersection locations. Moreover, the daytime levels hold up well in the late evening (e.g., 10:00 p.m.).

In the neighborhood locations two phenomena occur. Where the neighborhood exceeds 60 L_{eq} in the day, the change at night is very high. Where the daytime is below 60 L_{eq}, the change at night is considerably less.

By averaging the sites yields both a space and time average for the city. The day-night difference at intersections was 9.6 L_{eq} and in the neighborhoods 9.9 L_{eq}. There are two interesting aspects of these results. Both intersections and neighborhoods average about the same drop which is predicted since the neighborhood noise is generally the result of arterial street noise. Also interesting is the almost 10 dB drop. It is standard practice to predict a 10 dB reduction at night.

8.2 LONG TERM ANALYSIS

The five (5) 24 hour samples provide analysis on a basis for examining the extent to which measurement data converts to CNEL values. Table 18 offers the following interesting relationships.

TABLE 18

24 HOUR SAMPLE NOISE VALUES

Type	Location	L_{eq} Range	CNEL
Main Arterial	Wooley & Saviers	65-74	77
Freeway	Rose & Ventura Freeway	62-74	75
Secondary Arterial	Site #113	38-60	61
Residential Street	Site #68	34-60	59

The CNEL values range about 2 to 3 dB above the maximum daily L_{eq} value on heavily traveled streets. On the lower volume streets, the CNEL values are about equal to the maximum L_{eq} reading. These conversions can be used in subsequent analysis of City projects where exterior noise level measurements are made.

8.3 CORRELATION OF SHORT TERM MEASUREMENTS

As a check of the value of short term measurements, a series of short samples were taken at Yucca and Cloyne. The results are shown in Tables 19 thru 21.

TABLE 19

FIVE MINUTE SAMPLES, 8:00 - 9:00 p.m.

Sample	L_{10}	L_{eq}
1	64	59
2	64	60
3	63	60
4	60	57
5	65	61
6	63	59
7	61	57
8	61	57
9	60	57
10	62	58
11	67	61
12	65	60
Total 1 Hour	64	59

TABLE 20

RUNNING 15 MINUTE SAMPLE, 8:00 - 9:00 p.m.

Sample	L_{10}	L_{eq}
1	64	60
2	63	59
3	63	60
4	64	59
5	63	54
6	62	58
7	61	57
8	61	58
9	64	59
10	65	60

TABLE 21

RUNNING 30 MINUTE SAMPLES, 8:00 - 9:00 p.m.

Sample	L_{10}	L_{eq}
1	63	60
2	63	59
3	63	59
4	62	58
5	63	59
6	63	58
7	64	58

Tables 20 and 21 were constructed using combinations of 15 and 30 minute periods from Table 19. For example, Sample 1 for 15 minutes is a combination of 5 minute sample 1, 2 and 3. Sample 2 for 15 minutes is the combination of 5 minute samples 2, 3, 4.

Using L_{eq} values for a comparison, inspection of Tables 13, 19, 20 and 21 reveals:

a. In the nine hour period, 12:00 midnight to 9:00 a.m., the 8:00 to 9:00 a.m. hour was only 0.5 dB lower then the 9 hour average with about a 100% probability of being exact.

b. In the 8:00 to 9:00 a.m. hour, a 5 minute sample would have had a 100% probability of being within $\pm$ 2 dB of the full hour, a 50% probability of being within $\pm$ 1 dB, and a 17% probability of being exact.

c. In the 8:00 to 9:00 a.m. hour, a 15 minute sample would have been -2, +1 with 100% probability, a 90% probability it would fail $\pm$ 1 dB, and a 40% probability of being exact.

d. In a 30 minute sample, there was a 95% probability of being within $\pm$ 1 dB of the full hour and about 43% probability of being exact.

This example confirms the practice of using 15 minute samples providing the period selected for sampling does not vary radically from the other parts of the day. The 24 hour samples clearly indicate that daytime measurements should be confined to the 8:00 a.m. to 10:00 p.m. period. Nighttime should be confined to the 1:00 a.m. to 4:00 a.m. period. Measurements made in the period 5:00 to 8:00 a.m. and 10:00 a.m. to 12:00 midnight are periods of high change in noise or to make reliable extrapolations for daily average noise levels from short samples.

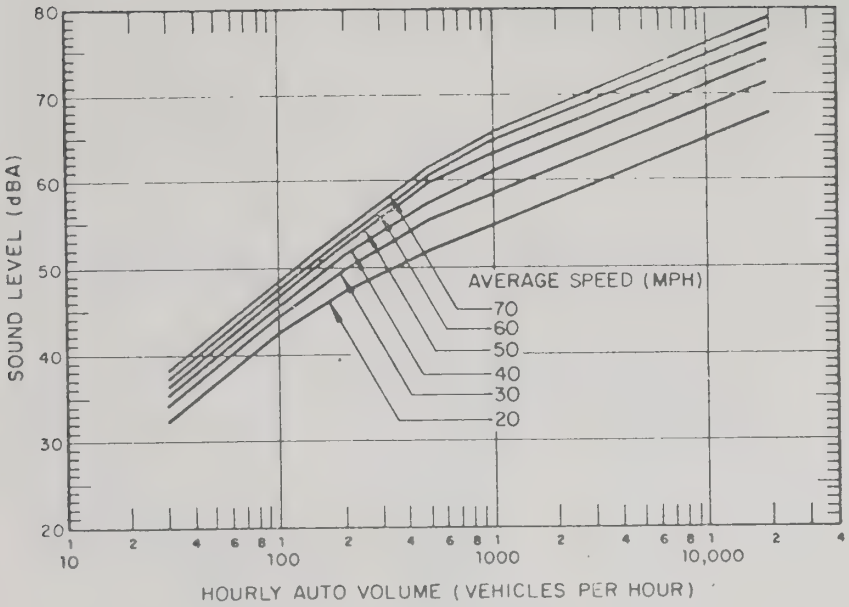
SECTION II

NOISE CONTOURS

The existing noise contours are contained in Volume I. They have been constructed using a combination of methods which will now be discussed. These methods may be repeated in the city as it requires to perform specific analysis of situations.

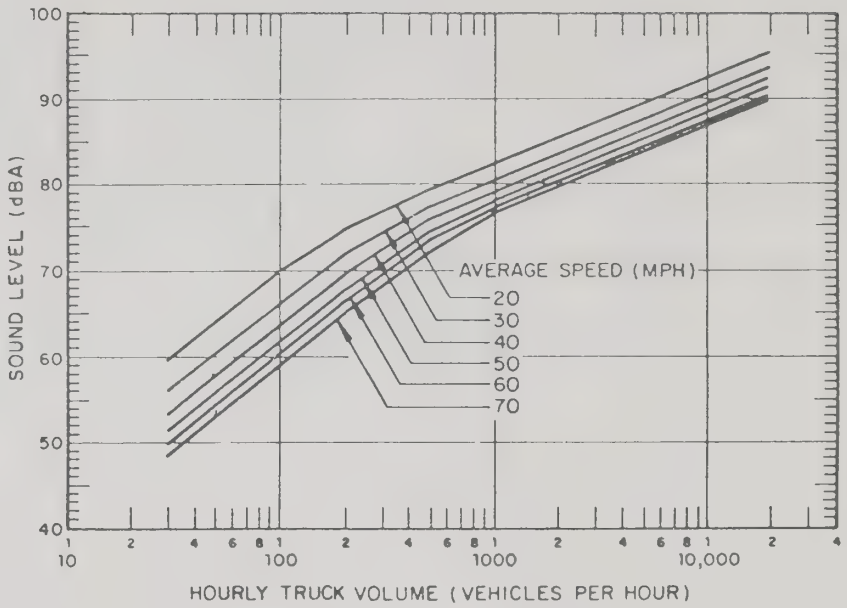
Streets and Highways

The basic street and highway model was that discussed in the Federal Highway Adminstration's basic NCHRP 117 as discussed in, "Fundamentals and Abstracts of Highway Traffic Noise." The basic graphs are contained in Exhibits 17, 18, 19 and 20. Additionally, we have added Exhibit 21 to permit a conversion to CNEL levels. To plot a City Traffic Map, it was coded by segments. The segment code is contained in Exhibit 22 to 29. and the Traffic count in Table 22. The speeds and truck percentages are listed in Table 22 also.



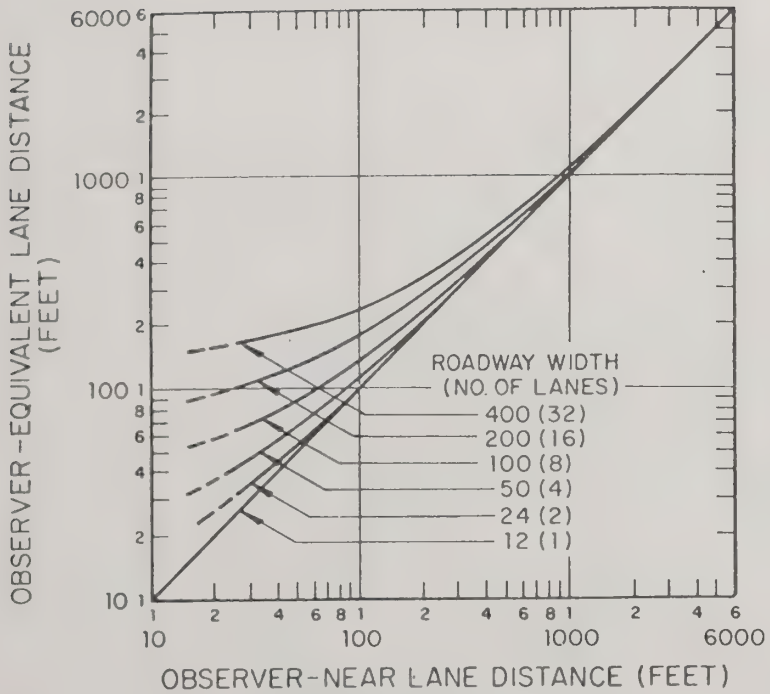
L_{50} Sound Level Versus Auto Volume
at 100-foot Reference Distance

EXHIBIT 16



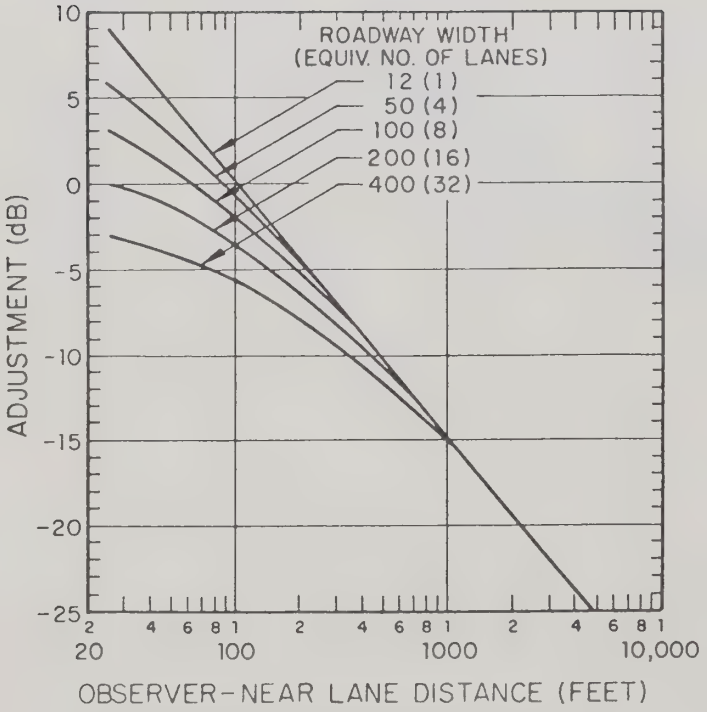
L_{50} Sound Level Versus Truck Volume
at 100-Foot Reference Distance

EXHIBIT 17



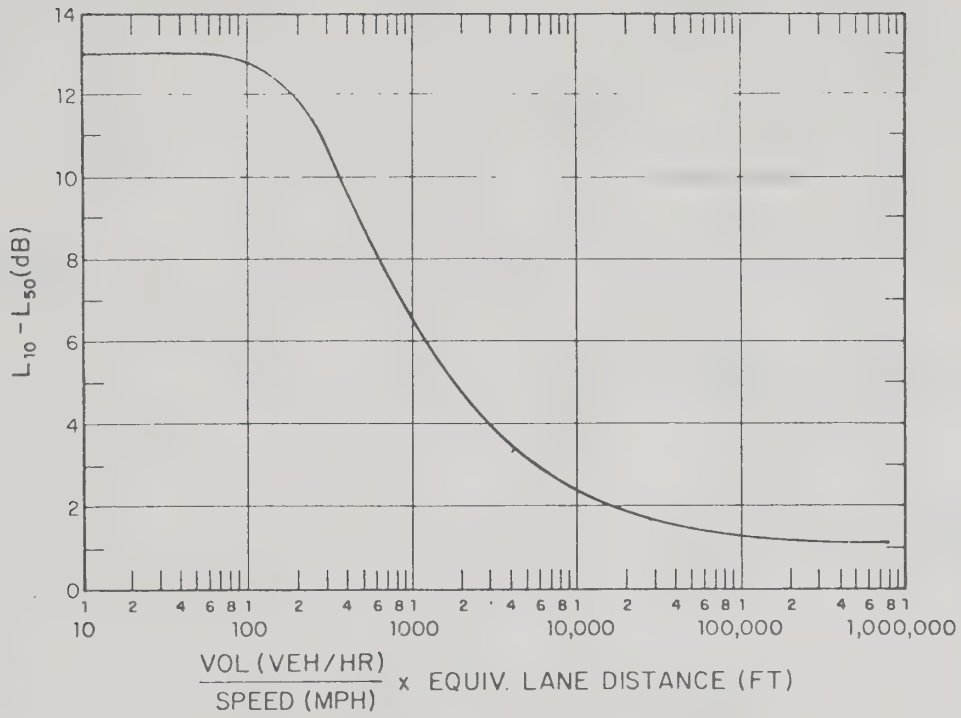
Equivalent Lane Distance Versus
Near Lane Distance

EXHIBIT 18



Distance Adjustment to 100-Foot
Reference Distance

EXHIBIT 19



$L_{10} - L_{50}$ Adjustment

EXHIBIT 20


dt
ds
dr
s
u
du
dv
n
o
a
q
p
b
d
e
c
f
SILVER STRAND
OXNARD
PACIFIC OCEAN

EXHIBIT 21

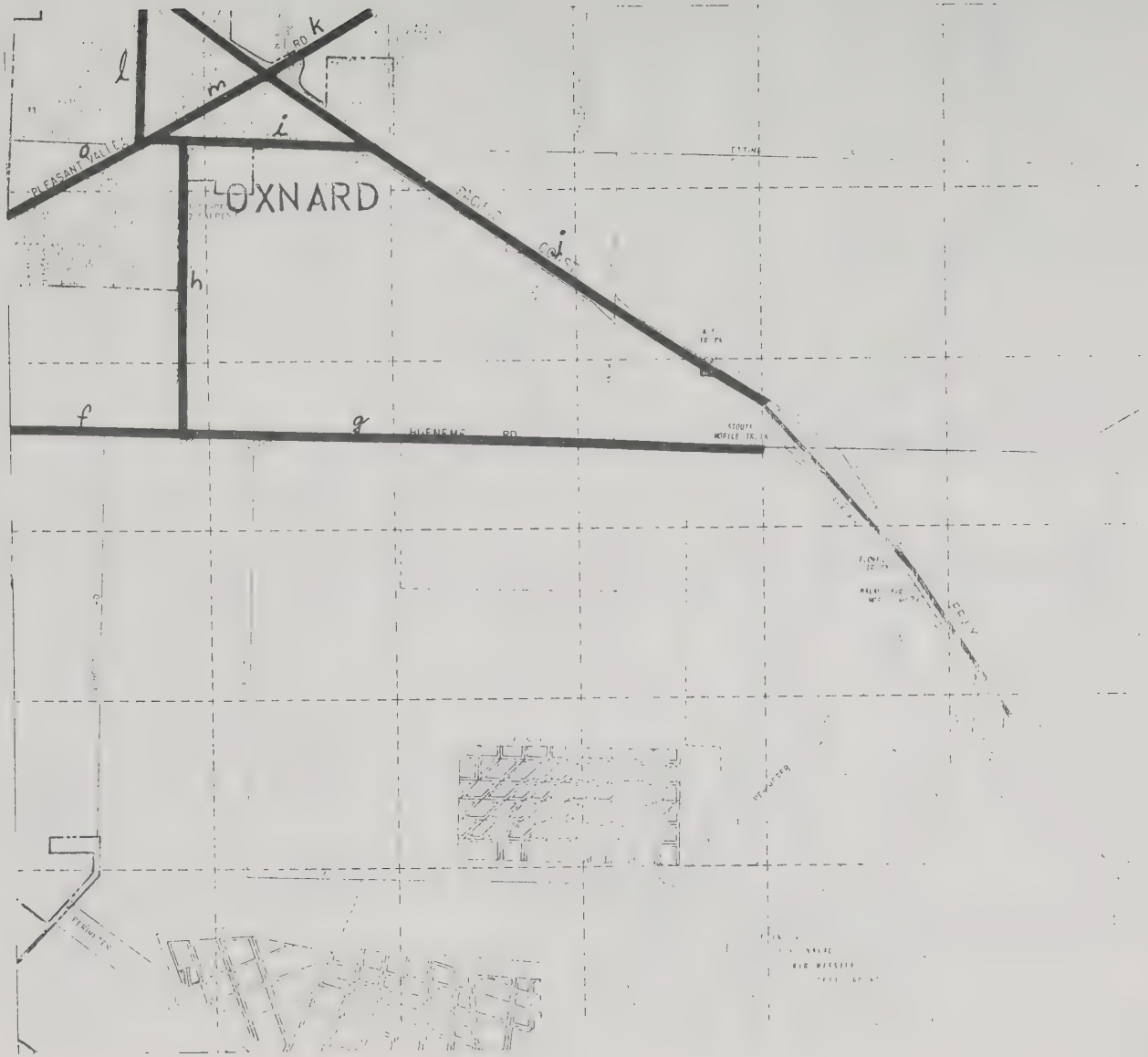

OXNARD
PLEASANT VALLEY
HUENEME RD
PACIFIC COAST HWY
STATE MOBILE TR. LN.
PENINSULA
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b
c
d
e
f
g
h
i
j
k
l
m

EXHIBIT 22

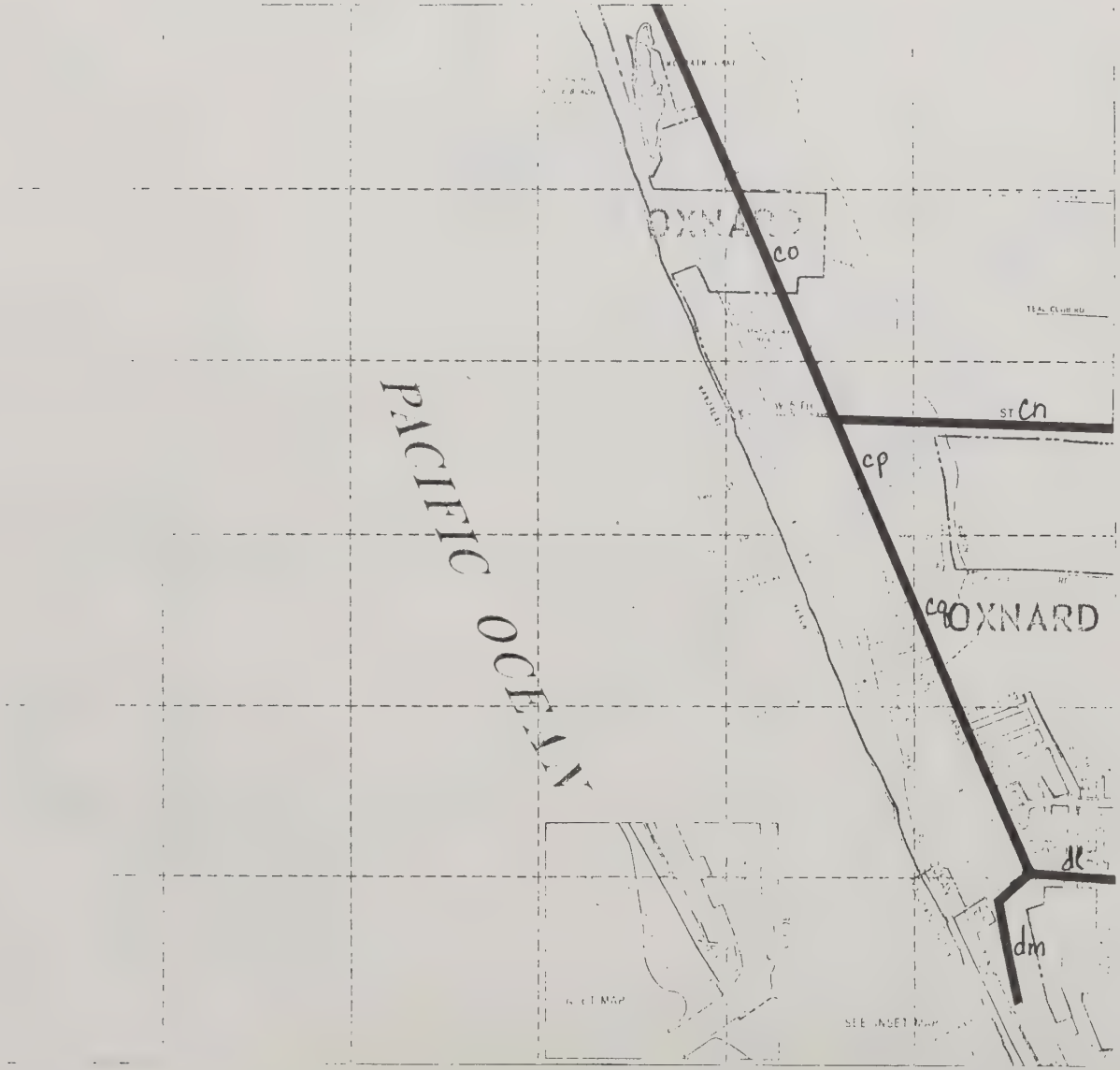


EXHIBIT 23

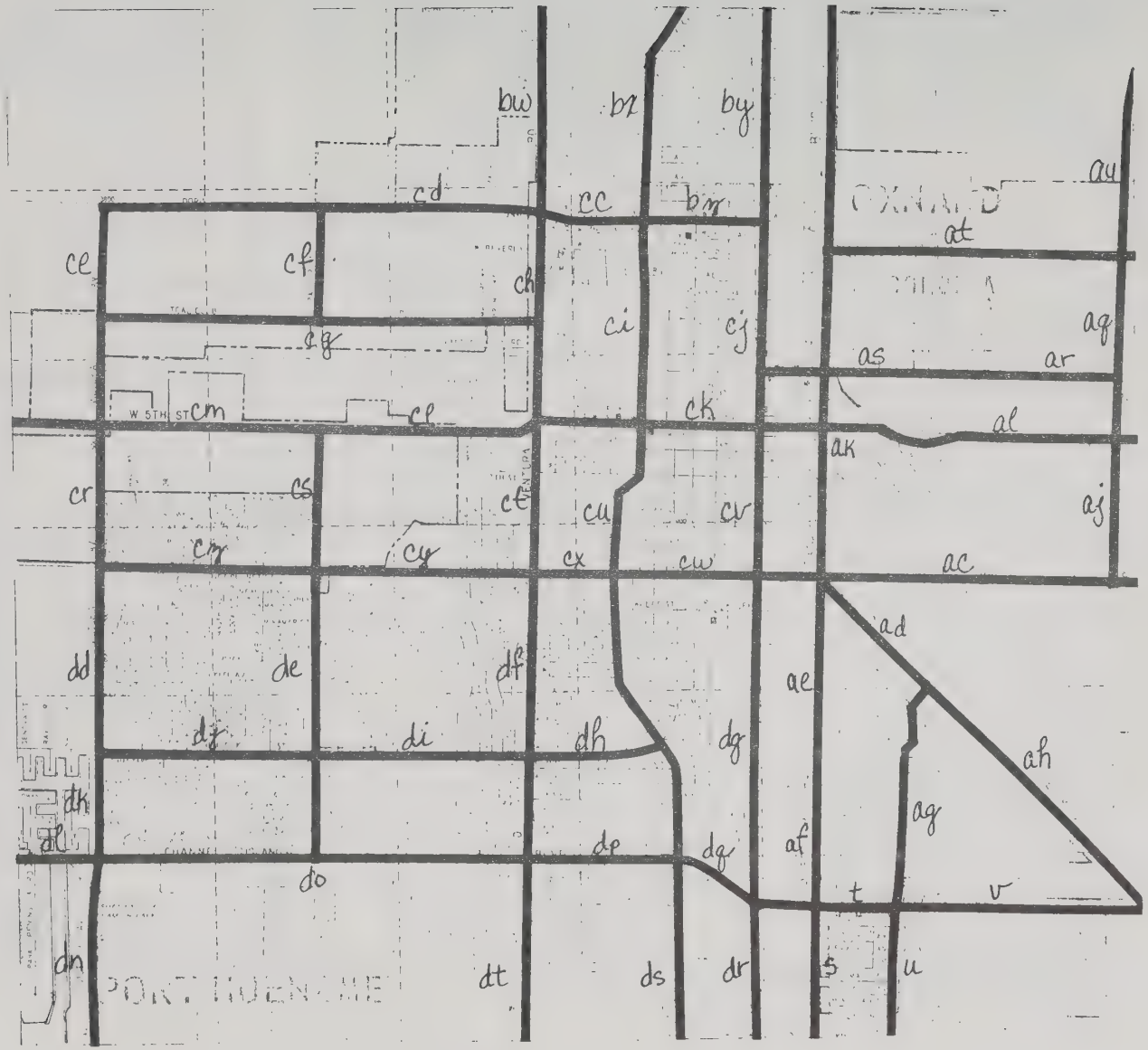

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EXHIBIT 24

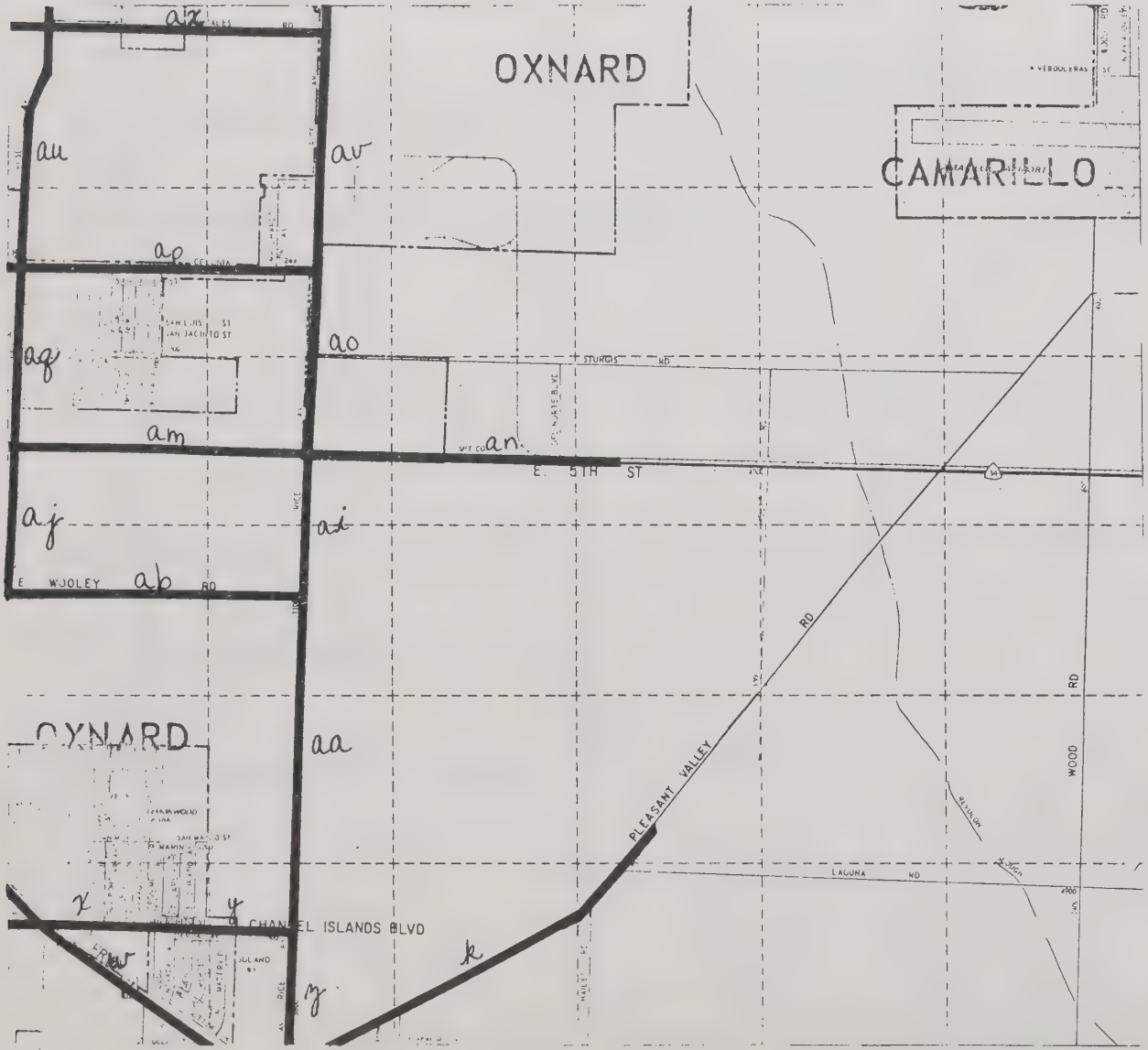

OXNARD
CAMARILLO
OXNARD
E. 5TH ST
STURGIS RD
E WOOLEY RD
PLEASANT VALLEY RD
WOOD RD
LAGUNA RD
CHANNEL ISLANDS BLVD
aa
ab
ai
aj
am
an
ao
aq
ap
au
av
ax
k
x
y

EXHIBIT 25


PIERPONT BAY
OCEAN
VENTURA
SANTA CLARA
RIVER
VENTURA
FWY
ST
bs
co

EXHIBIT 26


VENTURA
MONTALVO
SANTA
OXNAR
RIVER
TELEPHONE RD
HILL RD
BRISTOL RD.
VICTORIA
SANTA CLARA
FRWY
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bd
bm
bn
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bc
bq
bp
bo
bb
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bq

EXHIBIT 27

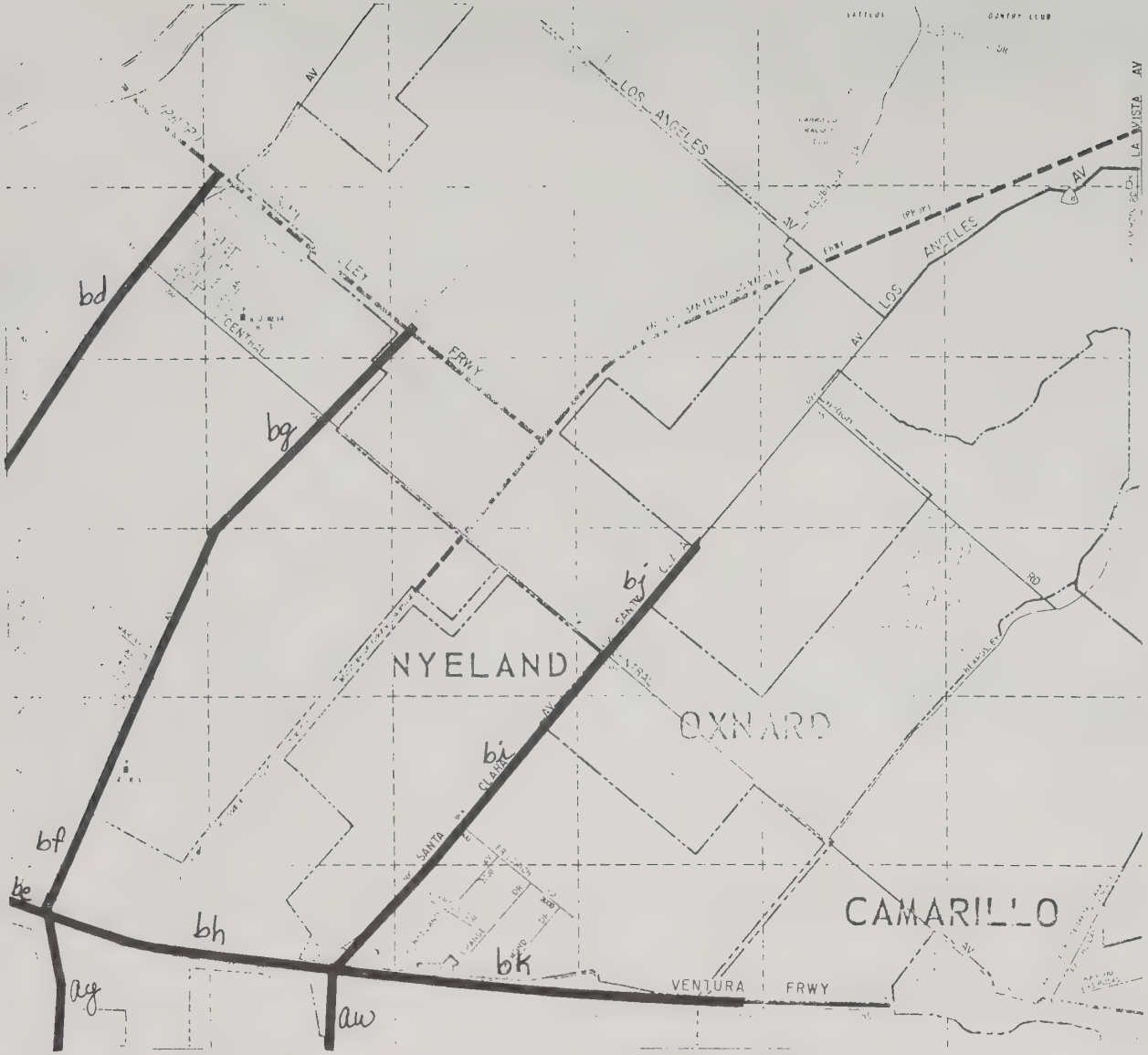

bd
bg
bf
be
bh
bi
bi
bk
ag
aw
NYELAND
OXNARD
CAMARILLO
VENTURA FRWY
LOS ANGELES
FRWY
LOS ANGELES AV
LA VISTA AV
SANTA CLARA
RD

EXHIBIT 28

Segment	General Description	ADT	MPH	%TKS
a	Pleasant Valley-Saviers	11,780	35	15
b	H St. - Hueneme	3,774	35*	2
c	Hueneme-Saviers	8,981	35*	6
d	Saviers-Hueneme	6,670	35*	2
e	Cypress-Hueneme	840	35*	0
f	Hueneme-Olds	5,710	35*	6
a	Hueneme-Past Olds Rd.	6,030	35*	3
h	Olds-Hueneme	1,085	35*	0
i	Etting-Oxnard Blvd.	1,200	35*	0
j	Oxnard Blvd.-Past Pleasant Valley	17,000	55	10
k	Pleasant Valley-Past Oxnard	5,050	45*	10
l	Olds Rd.-Pleasant Valley	590	45*	0
m	Pleasant Valley-Oxnard Blvd.	12,510	45	15
n	Rose Ave.-Pleasant Valley	3,036	35*	0
o	Pleasant Valley-Olds Rd. & Etting Rd.	13,761	45	15
p	Pleasant Valley-(bend)	11,530	35	15
q	Pleasant Valley-Cypress	13,030	35*	15
r	Saviers-Pleasant Valley	18,130	40	15
s	Saviers-Bard	22,830	40	15
t	Channel Island-Cloyne	15,825	35*	2
u	Cloyne-past Channel Island	3,600	25	0
v	Channel Island-Oxnard Blvd.	10,200	35	2
w	Oxnard Blvd.-Pleasant Valley	15,000	55*	10
x	Channel Island-Oxnard Blvd.	6,110	35	2
y	Channel Island-Rice Ave.	5,450	35	2
z	Rice Ave.-Pleasant Valley	5,520	35*	5
aa	Rice Ave.-Channel Island	10,670	35*	5
ab	Wooley Rd.-Rice Ave.	3,480	35	2
ac	Wooley Rd.-Oxnard Blvd.	6,866	35	2
ad	Oxnard Blvd.-Wooley Rd.	14,800	45	10
ae	Savier-Wooley Rd.	25,000	35	15
af	Saviers-Channel Island	24,240	40*	15
ag	Gisler Ave.-Channel Island	4,180	25	1
ah	Oxnard Blvd.-Channel Island	14,800	55	10
ai	Rice Ave.-Wooley Rd.	13,680	35*	11
aj	Rose Ave.-Wooley Rd.	4,410	35*	11
ak	Oxnard Blvd.-Fifth St.	34,000	30	20
al	Fifth St.-Rose Ave.	13,000	30	5
am	Fifth St.-Rice Ave.	10,100	30*	5
an	Fifth St.-past Rice	6,200	30*	5
ao	Rice Ave.-Fifth St.	12,570	35*	11
ap	Colonia Rd.-Rice Ave.	2,560	45	2
aq	Rose Ave.-Colonia	10,000	35	3
ar	Third St.-Rose Ave.	4,120	25	3
as	Third St.-Oxnard Blvd.	8,420	25	5
at	Colonia-Rose Ave.	4,730	45	5
au	Rose Ave.-Colonia Rd.	8,280	35	5
av	Rice Ave.-Colonia Rd.	12,410	50	7
aw	Rice Ave.-Gonzales Rd.	13,370	35	7
ax	Gonzales Rd.-Rice Ave.	3,980	35*	2
ay	Rose Ave.-Gonzales Rd.	11,100	35*	2
az	Gonzales Rd.-Rose Ave.	7,450	45	9
bb	Oxnard Blvd.-Gonzales Rd.	31,500	45	7
bc	St. Mary's-Oxnard Blvd.	4,460	35*	0
bd	Vineyard Ave.-Rt. 101	17,000	35	3
be	Rt. 101-Rose Ave.	51,000	55*	10
bf	Rose Ave.-Rt. 101	6,950	50	3
bg	Rose Ave.-Above Rt. 101	3,980	50	3

*Speeds not directly provided by the city. Values estimated from nearest segment for which data was provied by the city.

Segment	General Description	ADT	MPH	%TKS
bh	Rt. 101-Rice Ave.	53,000	55*	10
bi	Rice Ave.-Rt. 101	4,650	45	8
bj	Rice Ave.- above Rt. 101	5,730	50*	3
bk	Rt. 101-past Rice Ave.	50,000	55*	10
bl	Rt. 101-before Oxnard Blvd.	60,000	55*	10
bm	Rt. 101-Vineyard Ave.	44,000	35	10
bn	Oxnard Blvd.-below Rt. 101	26,000	55*	7
bo	Ventura Rd.-Gonzales Rd.	15,857	55	3
bp	H St.-Gonzales Rd.	9,052	25	0
bq	Vineyard Ave.-Oxnard Blvd.	8,363	35*	0
br	C St.-Gonzales	7,489	35	0
bs	Gonzales Rd.	4,600	45	1
bt	Gonzales Rd.-Ventura Blvd.	4,607	45*	1
bu	Gonzales Rd.-H St.	14,430	45	5
bv	Gonzales Rd.-C Street	16,160	35	5
bw	Ventura Blvd.-Doris Ave.	27,602	45	5
bx	H St.-Doris Ave.	5,877	25	1
by	C St.-Doris Ave.	10,670	25	1
bz	Doris Ave.-C St.	4,227	25	0
cc	Doris Ave.-H St.	2,500	25	0
cd	Doris Ave.-Ventura Blvd.	3,380	35	0
ce	Victoria-Fifth St.	3,870	35	1
cf	Between Doris & Teal Club	150	25*	0
cg	Teal Club-Victoria Blvd.	700	30*	3
ch	Ventura Rd.-Fifth St.	24,260	45	5
ci	H St.-Fifth St.	5,172	25	2
cj	C St.-Fifth St.	10,738	25	2
ck	Fifth St.-C St.	10,800	30	2
cl	Fifth St.-Ventura Blvd.	9,533	30*	2
cm	Fifth St.-Patterson Rd.	4,840	30*	1
cn	Fifth St.-Victoria	4,910	30*	1
co	Harbor Blvd.-Fifth St.	10,410	55	0
cp	Harbor Blvd.-Fifth St.	8,180	55	1
cq	Harbor Blvd.-Channel Island	10,580	55	1
cr	Victoria-Wooley	6,590	35*	1
cs	Patterson-Wooley	1,870	25*	0
ct	Ventura Blvd.-Wooley	23,128	45	9
cu	H St.-Wooley	6,251	25	2
cv	C St.-Wooley	14,070	25	2
cw	Wooley-C St.	7,910	30	2
cx	Wooley Rd.-H St.	4,120	35	2
cy	Wooley Rd.-Ventura Blvd.	3,312	35	0
cz	Wooley Rd.-Patterson Rd.	1,450	35	0
dd	Victoria Ave.-Hemlock	7,230	45	2
de	Patterson Rd.-Hemlock	2,380	25*	0
df	Ventura Blvd.-Hemlock	17,010	45*	5
dg	C St.-Channel Island	10,103	25	2
dh	Hemlock-H St.	2,810	30*	3
di	Hemlock-Ventura Blvd.	5,641	25	2
dj	Hemlock-Patterson Rd.	4,499	40	0
dk	Victoria Ave.-Channel Island	10,420	45	2
dl	Channel Island-Victoria	15,150	35	0
dm	Rd. below Harbor Blvd. as it turns into Channel Island Blvd.	5,603	35	0
dn	Victoria Ave.-Channel Is.	7,860	55	0
do	Channel Is.-Ventura Blvd.	12,080	35	1
dp	Channel Is.-Ventura Blvd.	15,890	35	2
dq	Channel Is.-H St.	16,470	35	2
dr	C St.-Bard Rd.	8,276	25	2

Segment	General Description	ADT	MPH	%TKS
ds	H St.-Bard Rd.	5,173	25	0
dt	Ventura Blvd.-Channel Is.	24,612	45*	7
du	Bard Rd.-H St.	4,210	25	4
dv	C St.-Pleasant Valley	5,436	25	2

Airport

The Ventura County Airport noise contours were developed from the measurement data and the 1976 operations. The following criteria were used:

TABLE 23

AVERAGE DAILY LANDINGS

Private Jets	5.0
Turbo-prop	19.0
Twin Engine Propeller	44.3
Single Engine Propeller	224.3
Other	2.9
	295.5

The day/night allocation as listed in Table 24:

TABLE 24

PERCENTAGE DAY/NIGHT ALLOCATION

Type	Day	Evening	Night
Private Jets	100	0	0
Turbo-prop	83	7	10
Twin Engine Propeller	85	14	1
Single Engine Propeller	85	14	1
Other	90	10	0

Railroads

Railroad noise levels were computed from the measurement data and operations data. The basic value is that the railroad generates 76 CNEL at 100 feet from the center-line of the track. The variation with distance is 4.5 dBA per doubling.

APPENDIX A

SITE MEASUREMENT RECORD



HILLIARD & BRICKEN

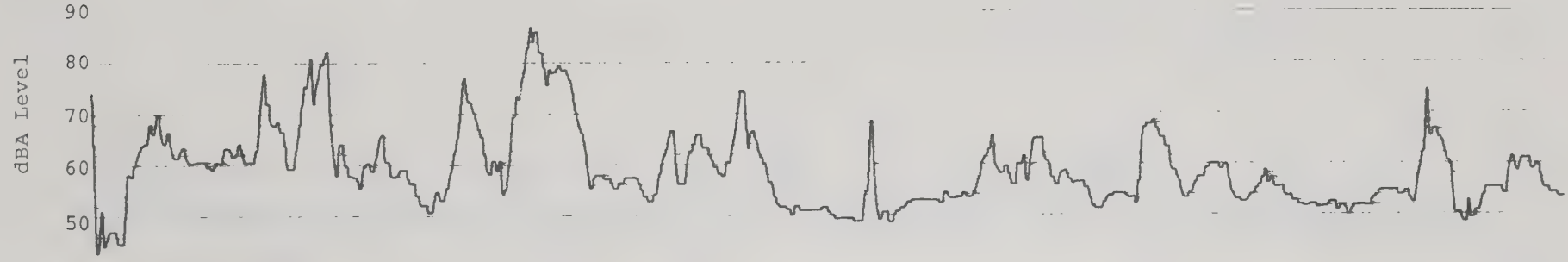
Consulting Acoustical Engineers

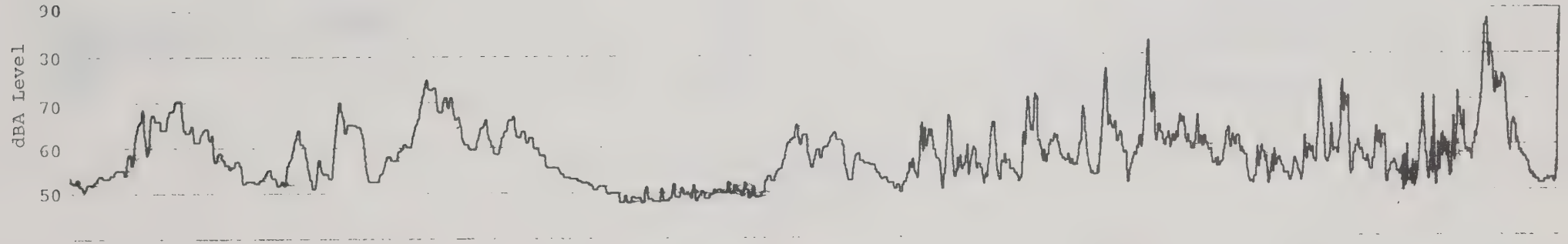
Time:	Day 8:46 p.m.	Night
L_{max} =	88.0	
L_{10} =	74.0	
L_{50} =	60.5	
L_{90} =	53.0	
L_{eq} =	71.7	
VPH	384	
% Trucks	6	

1 mm/sec

Site Number and Location

Site #1 - South curb line of Hueneme, south of west lane of Saviers





HILLIARD & BRICKEN

Consulting Acoustical Engineers

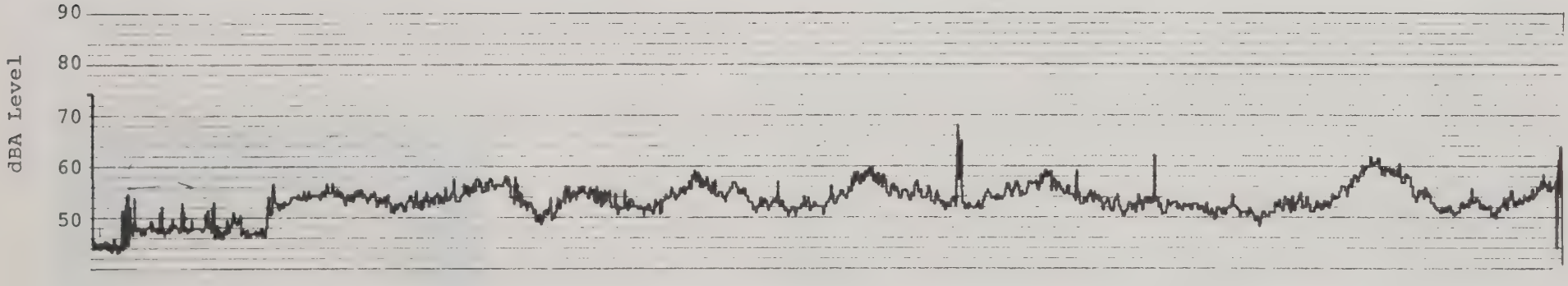


Time: Day 9:40 a.m.

L_{max}	=	68
L_{10}	=	58.8
L_{50}	=	54.3
L_{90}	=	51.0
L_{eq}	=	60.7
VPH		0
% Trucks		0

Site Number and Location

Site #2 - 20 feet west of Clara.
Dead end center of street.



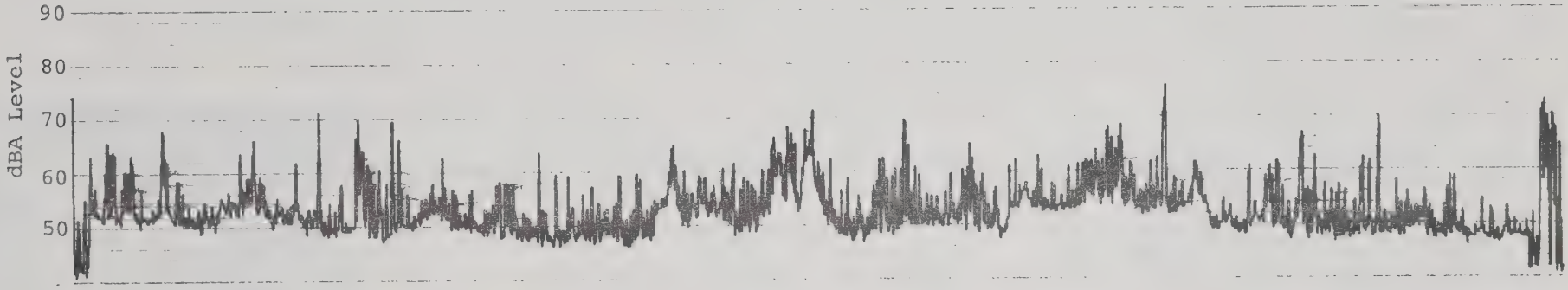
HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS



Time:	5:58	(Day)
L_{max}	76.0	
L_{10}	68.5	
L_{50}	58.8	
L_{90}	51.8	
L_{eq}	65.9	
VPH	36	
% trucks	0	

Site Number & Location

Site #3 - Extension of Squire curved to the east and ending Cul de Sac near railroad.



HILLIARD & BRICKEN

Consulting Acoustical Engineers



Time:	Day 3:52	Night 10:15
L_{max} =	86.0	82
L_{10} =	82.3	69.3
L_{50} =	73.3	61.5
L_{90} =	70.0	56.0
L_{eq} =	77.5	65.7
VPH	1680	156 -Sav. 120 -Pl.V.
% Trucks	5	0 0

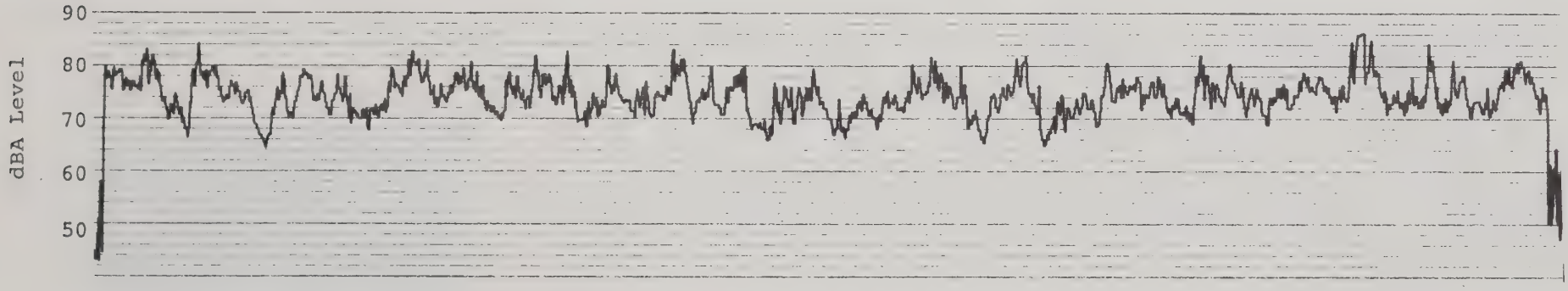
Site Number and Location

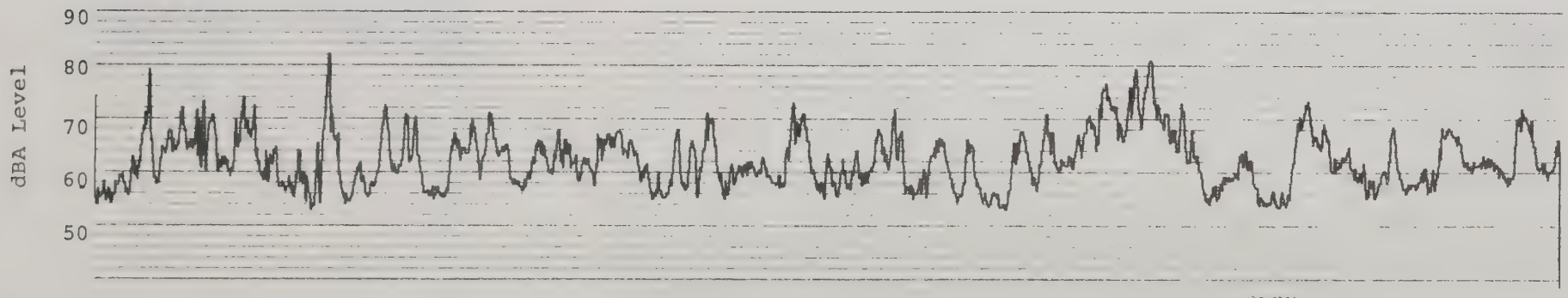
Site # 4

Saviers and Pleasant Valley Roads

Day = Northeast corner, 5 feet north of Pleasant Valley curb; 20 feet east of Saviers.

Night = 50 feet center line near travel lane of southwest corner.





GP 0102

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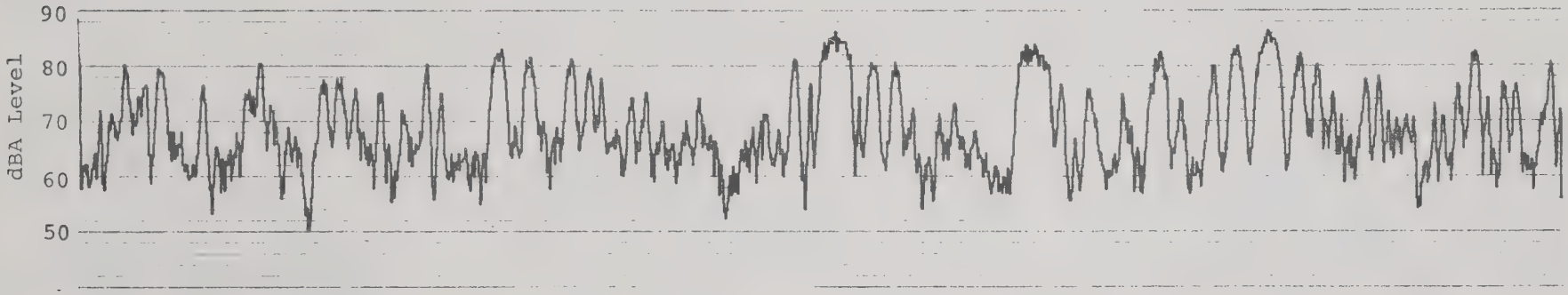


Time:	3:31	(Day)
L_{max}	80.0	
L_{10}	71.8	
L_{50}	65.3	
L_{90}	54.0	
L_{eq}	67.9	
VPH	1116	
% trucks	10	

Site Number & Location

Site #5

Pleasant Valley Road.
(50 feet north of center line of near travel lane on railroad right-of-way.)



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CONSULTING ACOUSTICAL ENGINEERS



Time: 3:18 p.m. (Day)

L_{max} 56.0

L_{10} 49.8

L_{50} 47.8

L_{90} 46.5

L_{eq} 54.2

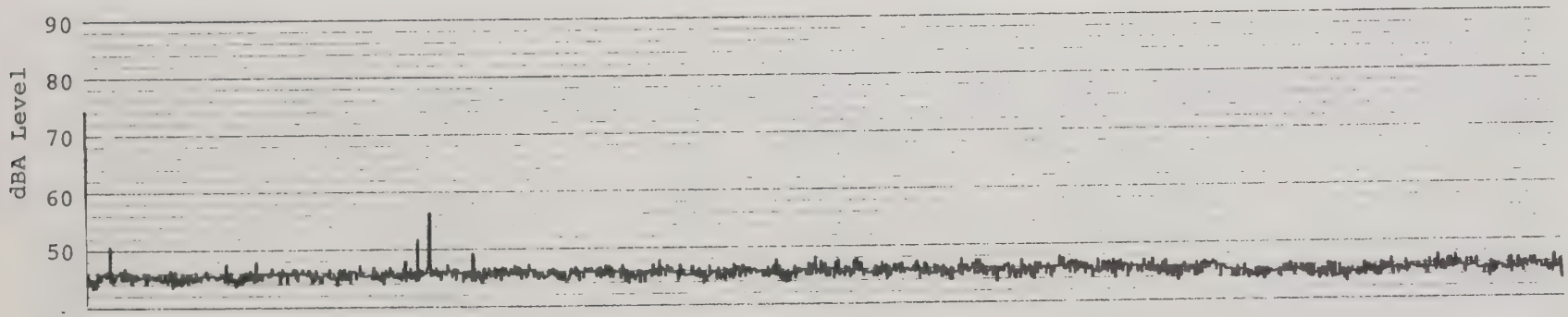
VPH 12

% trucks 0

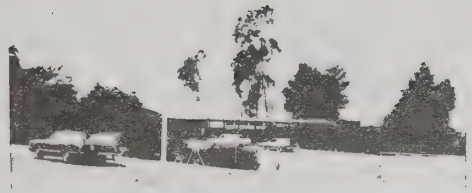
Site Number & Location

Site # 6

East Side of Anchorage at York.



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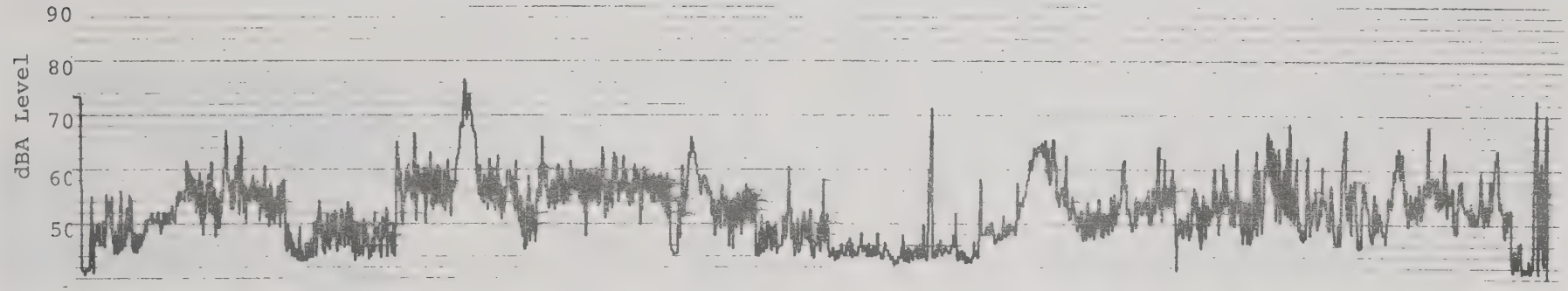


Time:	2:57 p.m. (Day)
L_{max}	77
L_{10}	66.8
L_{50}	59.0
L_{90}	50
L_{eq}	63.8
VPH	48
% trucks	33%

Site Number & Location

Site #7 -

Nine feet north of Sanford curb, ten feet west of vehicle entrance to Terra Vista School.



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CONSULTING ACOUSTICAL ENGINEERS



Time: 5:24 p.m. (Day)

L_{max} 67

L_{10} 59.8

L_{50} 51.5

L_{90} 47.3

L_{eq} 57.5

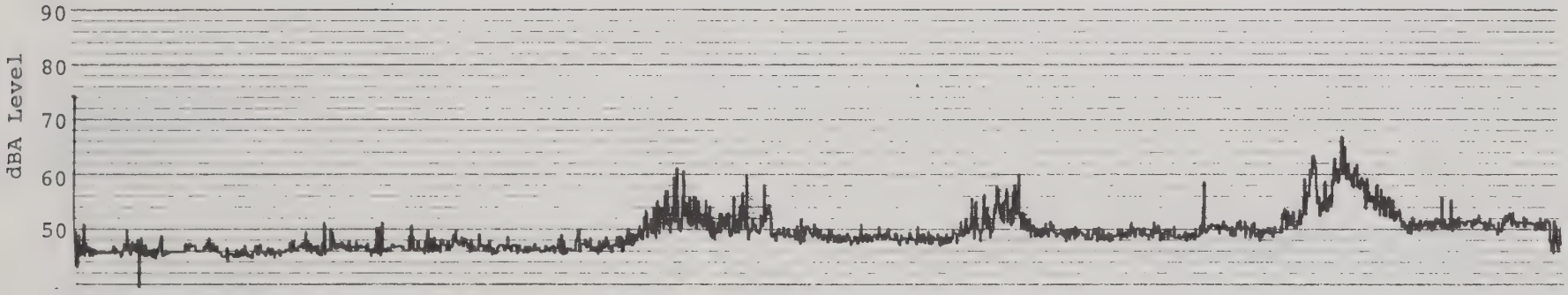
VPH 0

% trucks 0

Site Number & Location

Site #8

4511 Clover (west curb of Clover at south end of bend in Clover)



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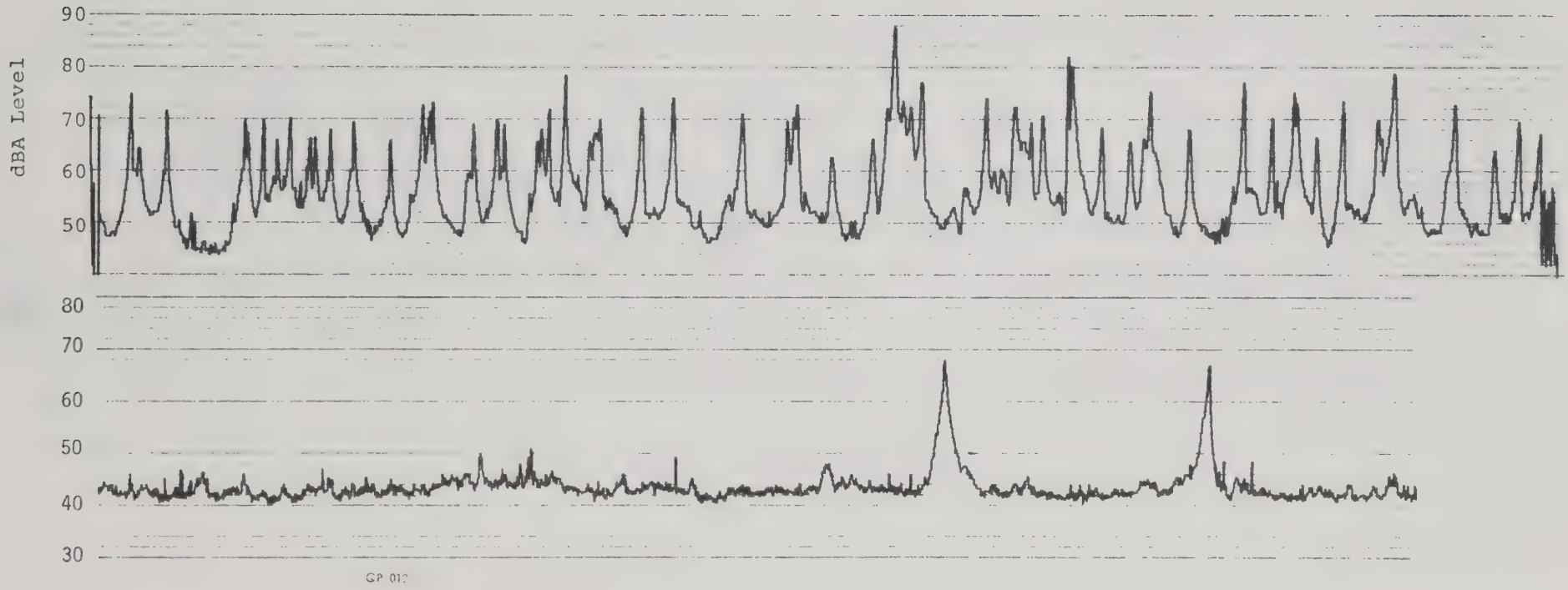


Time:	Day 10:49	Night 10:40
L_{max} =	88.0	68
L_{10} =	70.3	45.5
L_{50} =	57.0	42.8
L_{90} =	49.8	41.5
L_{eq} =	67.7	46.9
VPH	336	8
% Trucks	3.5	0

Site Number and Location

Site #9

"C" Street and Van Ness
(5 feet east of east curb of "C" Street.)



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CONSULTING ACOUSTICAL ENGINEERS

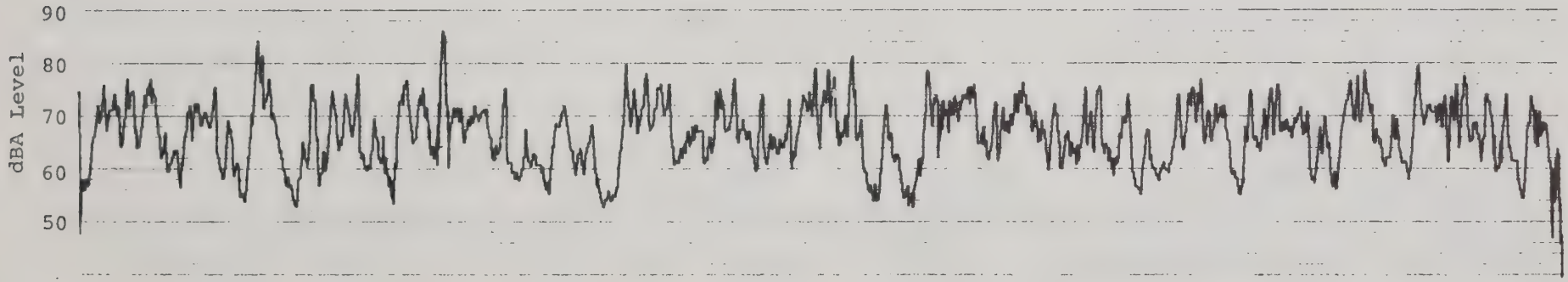


Time:	11:35	(Day)
L_{max}	86	
L_{10}	74.5	
L_{50}	68.3	
L_{90}	59.8	
L_{eq}	71.0	
VPH	1416	
% trucks	2%	

Site Number & Location

Site #10

Saviers and Bard



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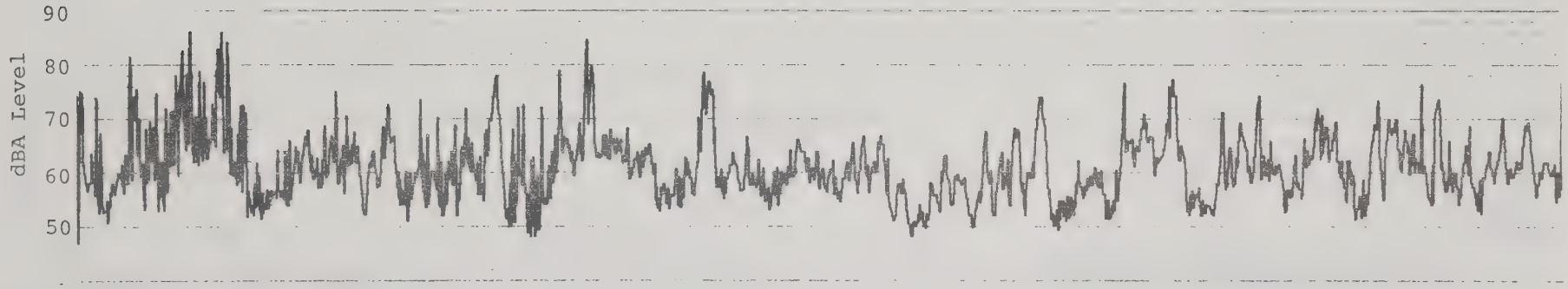


Time:	12:32	(Day)
L_{max}	86	
L_{10}	75.5	
L_{50}	64.0	
L_{90}	56.8	
L_{eq}	72.9	
VPH	648	
% trucks	2%	

Site Number & Location

Site #11

Bryce Canyon and "C" Street



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Time: 11:05 a.m. (Day)

L_{max} 80

L_{10} 61.3

L_{50} 53.0

L_{90} 46.0

L_{eq} 60.1

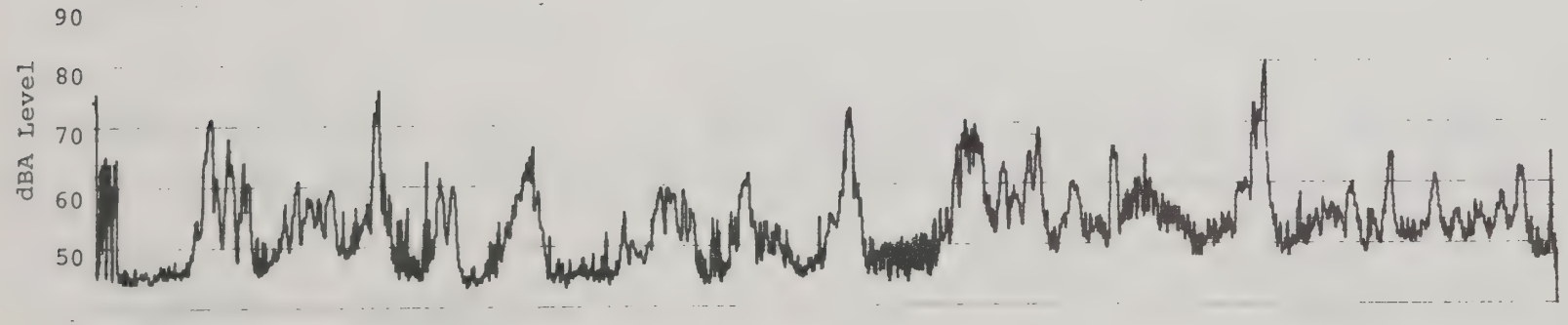
VPH 36 Cloyne
36 La Canada

% trucks 0

Site Number & Location

Site # 12

Cloyne and La Canada
(50 feet from center line of corner).



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CONSULTING ACOUSTICAL ENGINEERS

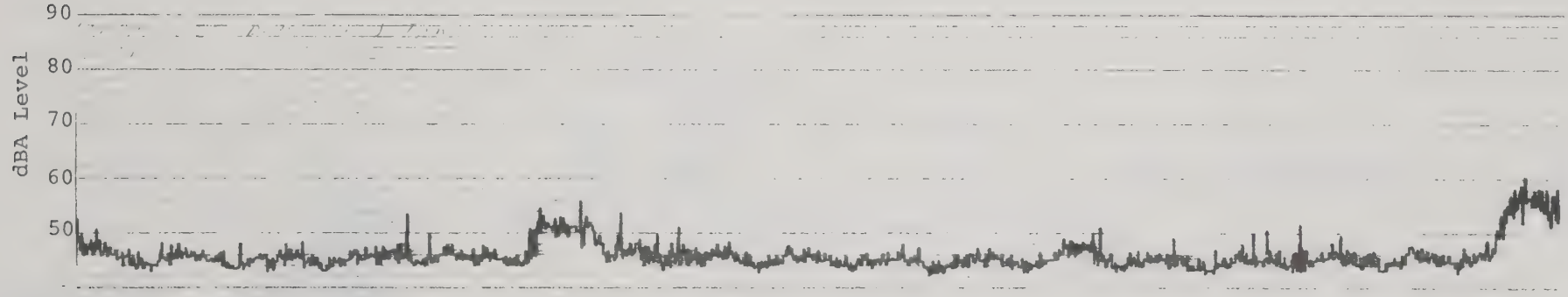


Time:	8:42 a.m. (Day)
L_{max}	60
L_{10}	51.8
L_{50}	47.3
L_{90}	44.8
L_{eq}	52.7
VPH	24
% trucks	0

Site Number & Location

Site #12-A

Tamarac and Sycamore Streets



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CONSULTING ACOUSTICAL ENGINEERS

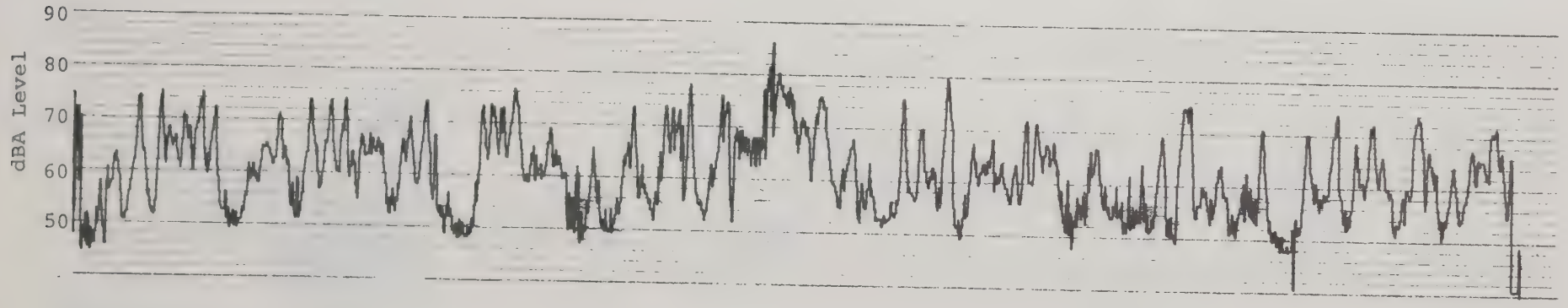


Time:	4:43	(Day)
L_{max}	86.0	
L_{10}	72.3	
L_{50}	63.5	
L_{90}	54.8	
L_{eq}	68.4	
VPH	576	
% trucks	2%	

Site Number & Location

Site # 13

Intersection of San Simeon Avenue and Bard Road.



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Time: 9:06 a.m. (Day)

L_{max} 67.0

L_{10} 59.0

L_{50} 53.0

L_{90} 48.5

L_{eq} 56.4

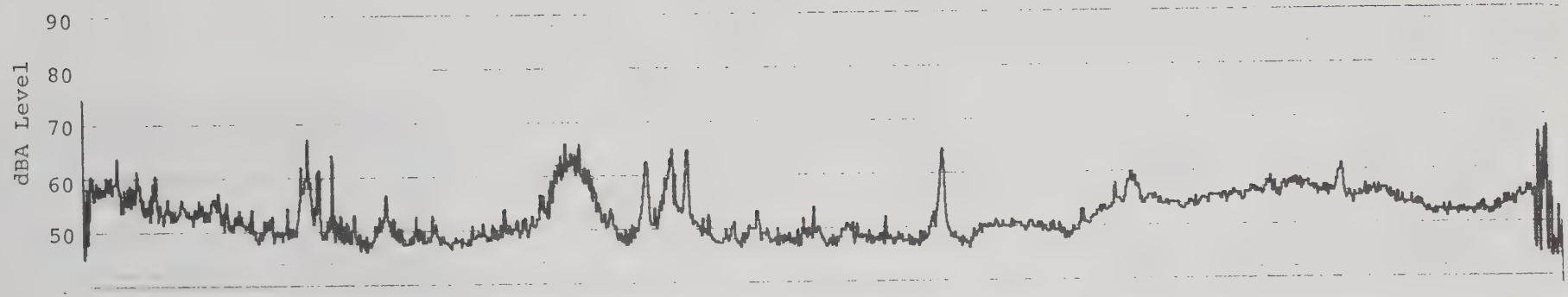
VPH 12

% trucks 0

Site Number & Location

Site # 14

Mid-point between Dallas and Rose on Boise Way.



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CONSULTING ACOUSTICAL ENGINEERS



Time: 9:52 (Day)

L_{max} 84.0

L_{10} 73.8

L_{50} 64.0

L_{90} 53.5

L_{eq} 69.9

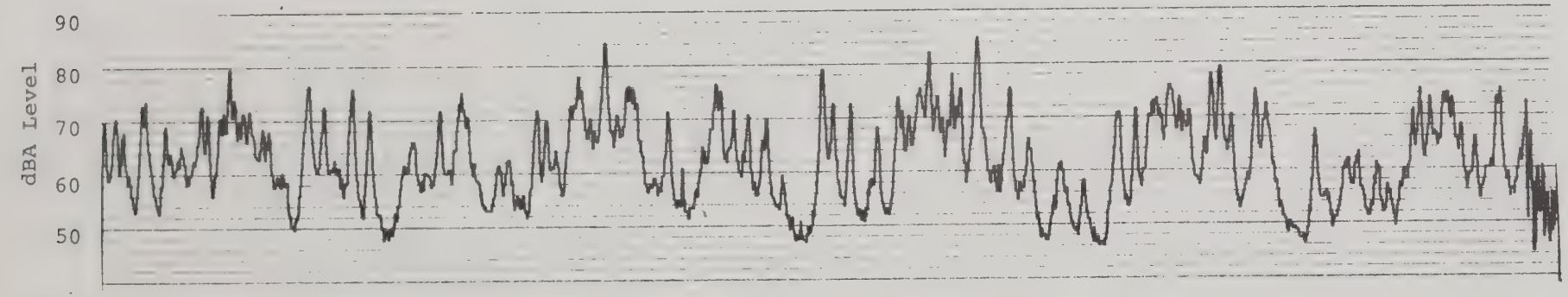
VPH 504 So. Butler only

% trucks 10%

Site Number & Location

Site # 16

50 feet from center near traffic lane of Highway #1 South at northwest end of Butler.



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CONSULTING ACOUSTICAL ENGINEERS

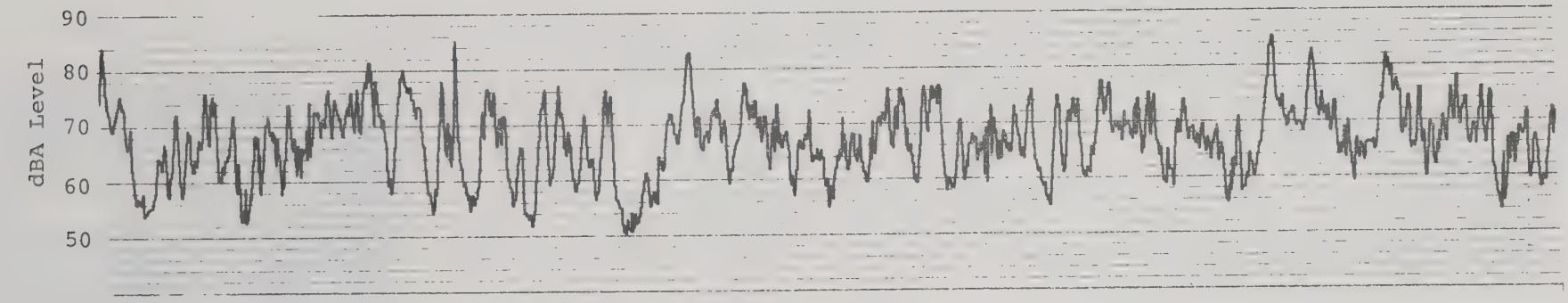


Time:	2:20	(Day)
L_{max}	86.0	
L_{10}	76.3	
L_{50}	69.8	
L_{90}	61.0	
L_{eq}	72.7	
VPH	912	
% trucks	21%	

Site Number & Location

Site # 17

Pleasant Valley Road and Olds Road



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CONSULTING ACOUSTICAL ENGINEERS

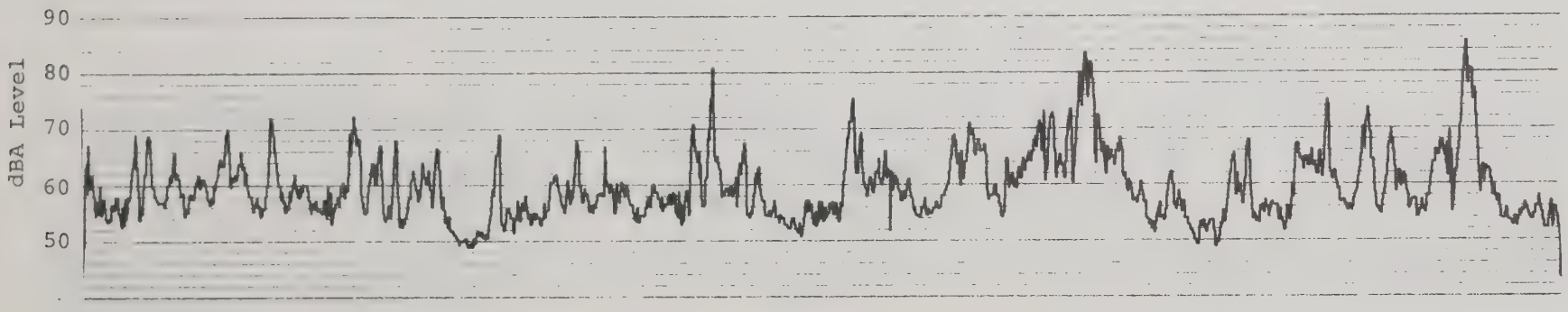


Time:	1:47	(Day)
L_{max}	84.0	
L_{10}	70.0	
L_{50}	60.8	
L_{90}	54.8	
L_{eq}	68.1	
VPH	648	
% trucks	15%	

Site Number & Location

Site # 19

50 feet northwest of center line of near travel land of Pleasant Valley Road and Butler.



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Time: 9:15 a.m. (Day)

L_{max} 90.+

L_{10} 74.8

L_{50} 64.0

L_{90} 53.8

L_{eq} 71.9

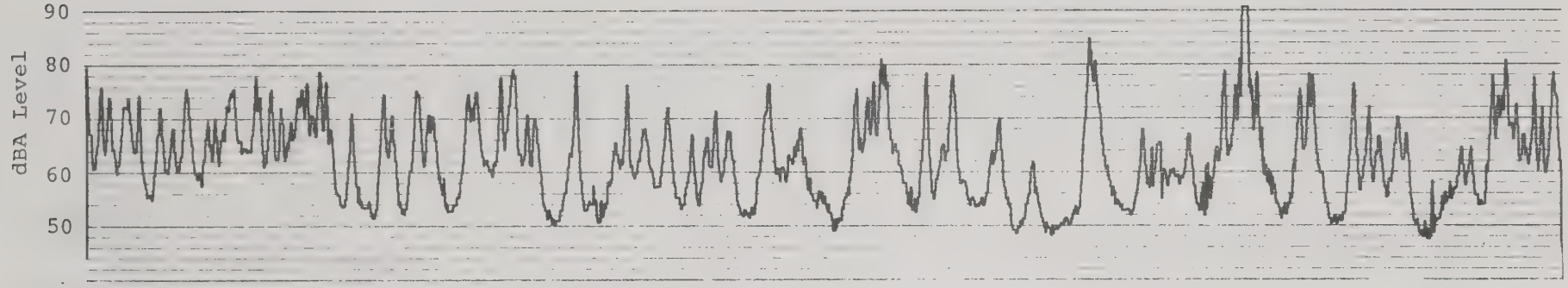
VPH 444

% trucks 12%

Site Number & Location

Site # 20

Hueneme Road and "J" Street



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CONSULTING ACOUSTICAL ENGINEERS

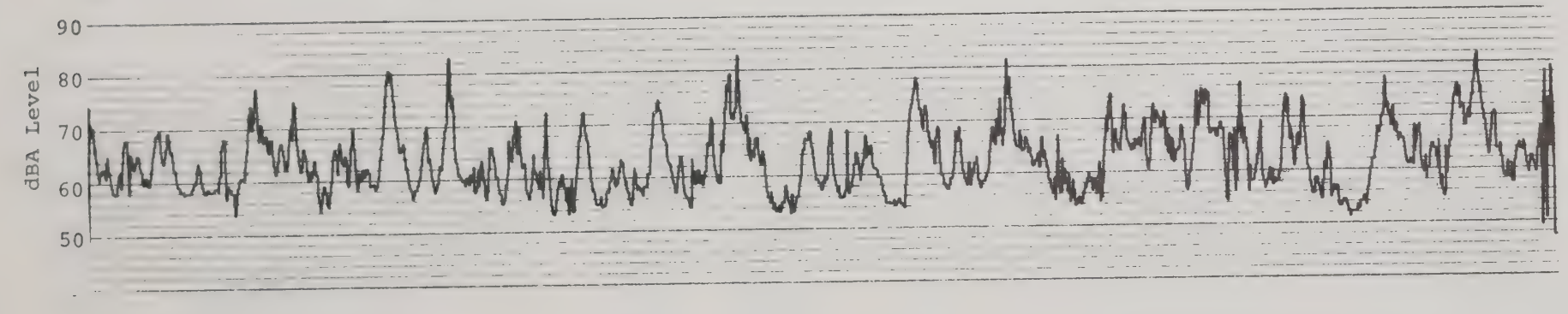


Time:	10:06 (Day)
L_{max}	83.0
L_{10}	72.8
L_{50}	64.3
L_{90}	57.8
L_{eq}	69.0
VPH	684
% trucks	3.5 %

Site Number & Location

Site # 21

"J" Street and Pleasant Valley Road



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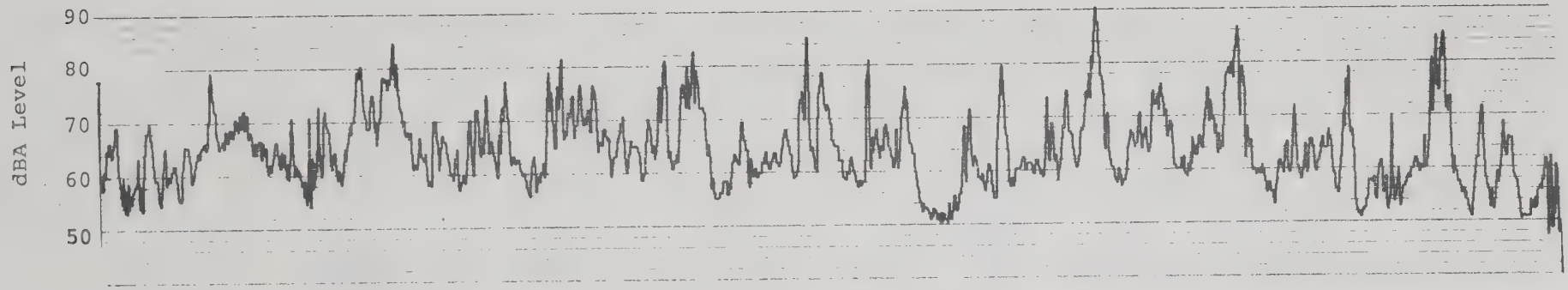


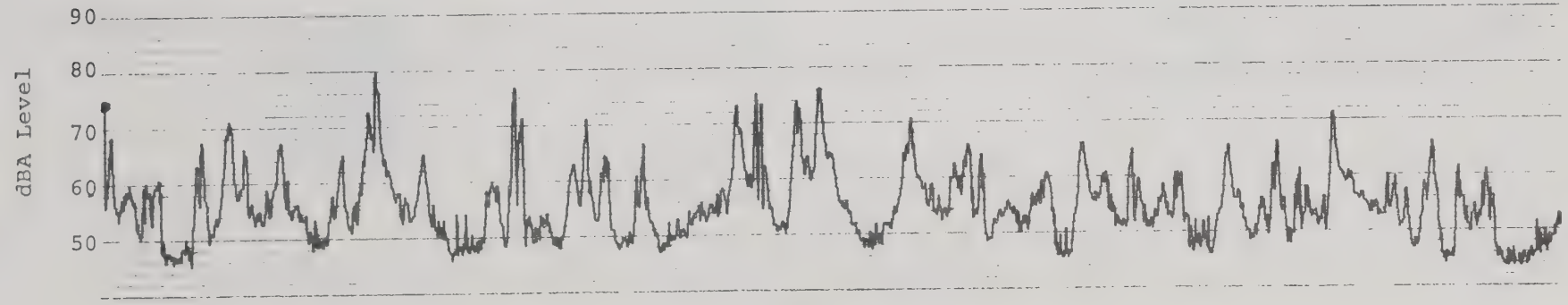
Time:	Day 11:09	Night 9:45 p.m.
L_{max} =	90.0	80.0
L_{10} =	74.5	65.2
L_{50} =	63.5	56.3
L_{90} =	56.3	49.5
L_{eq} =	70.7	62.5
VPH	612	96
% Trucks	8%	0

Site Number and Location

Site No. 22

Southeast corner of "J" and Bard





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Time: 12:04 p.m. (Day)

L_{max} 79.0

L_{10} 68.5

L_{50} 60.8

L_{90} 52.2

L_{eq} 65.2

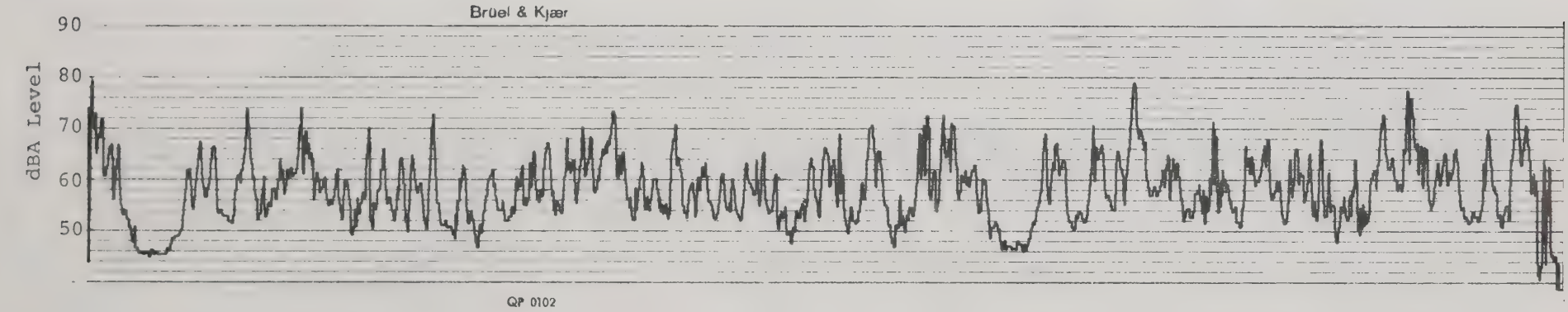
VPH 360

% trucks 3%

Site Number & Location

Site No. 23

Yucca and "J" Streets



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CONSULTING ACOUSTICAL ENGINEERS



Time: 1:15 (Day)

L_{max} 83

L_{10} 64.8

L_{50} 51.3

L_{90} 47.8

L_{eq} 55.5

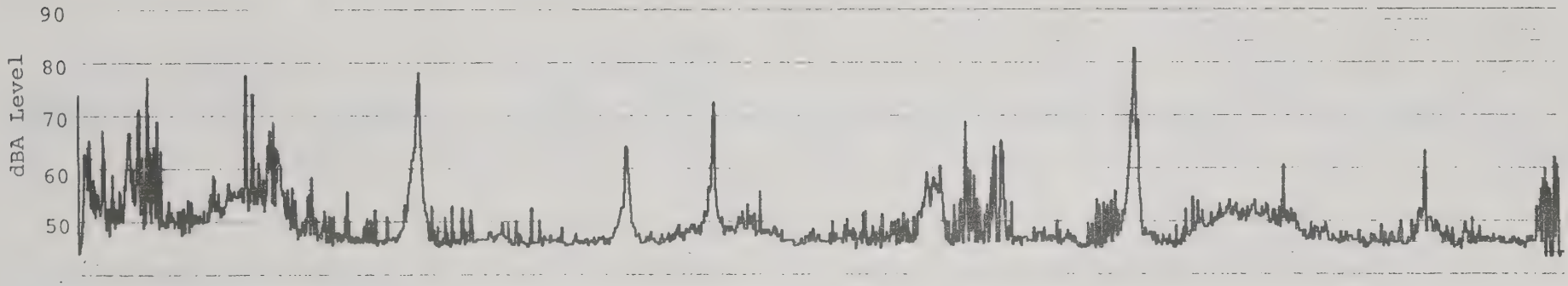
VPH 36

% trucks 33%

Site Number & Location

Site # 24

Spruce and Lassen



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CONSULTING ACOUSTICAL ENGINEERS



Time: 4:24 p.m. (Day)

L_{max} 85

L_{10} 76.5

L_{50} 70.0

L_{90} 61.8

L_{eq} 72.7

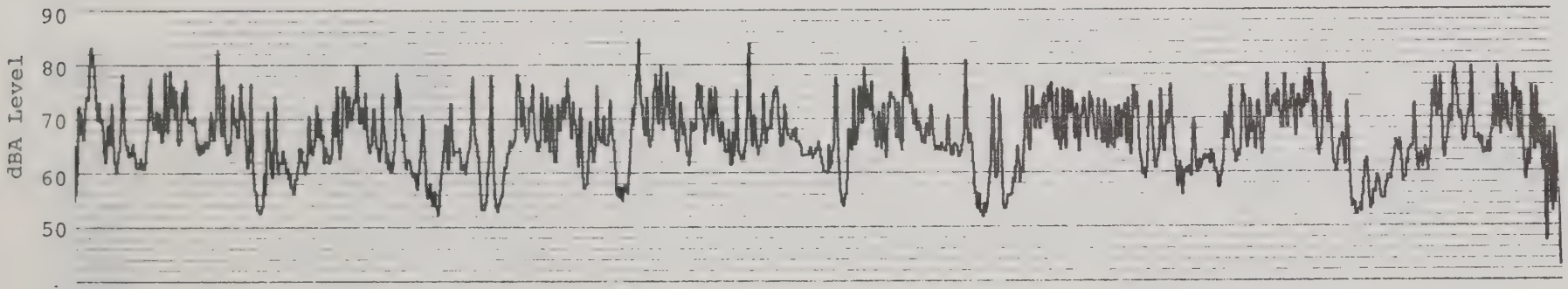
VPH 2184

% trucks 2%

Site Number & Location

Site # 25

Ventura and Teakwood Street



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Consulting Acoustical Engineers

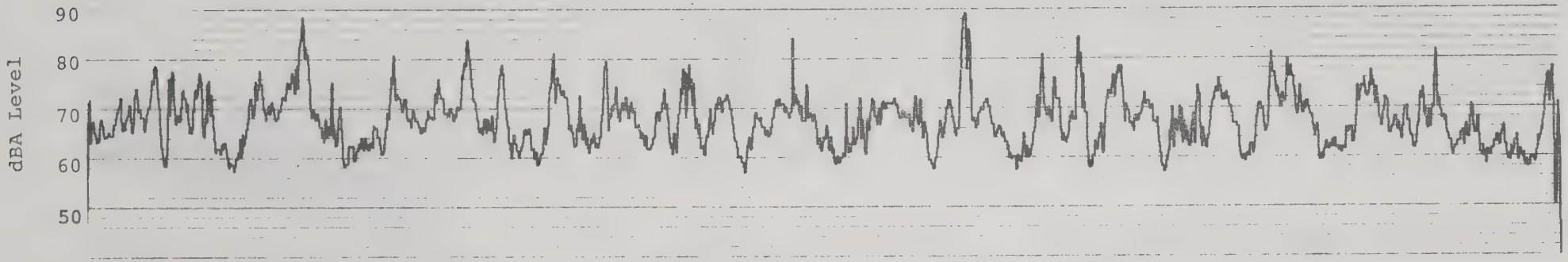


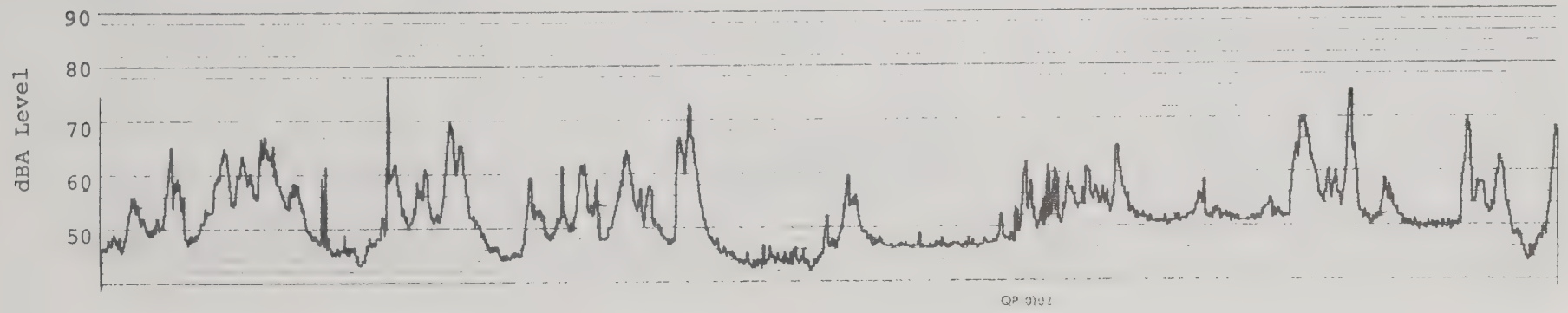
		Day	Night
Time:		3:58	2:45
L_{max}	=	90	78
L_{10}	=	76.5	60.5
L_{50}	=	69.5	51.3
L_{90}	=	62.8	45.5
L_{eq}	=	82.5	57.7
VPH		1956	24 Ventura 24 Channel Islands
% Trucks		4	0

Site Number and Location

Site # 26

20 feet north from Channel Islands Blvd, and 20 feet from curb of Ventura Blvd.





QP 0102

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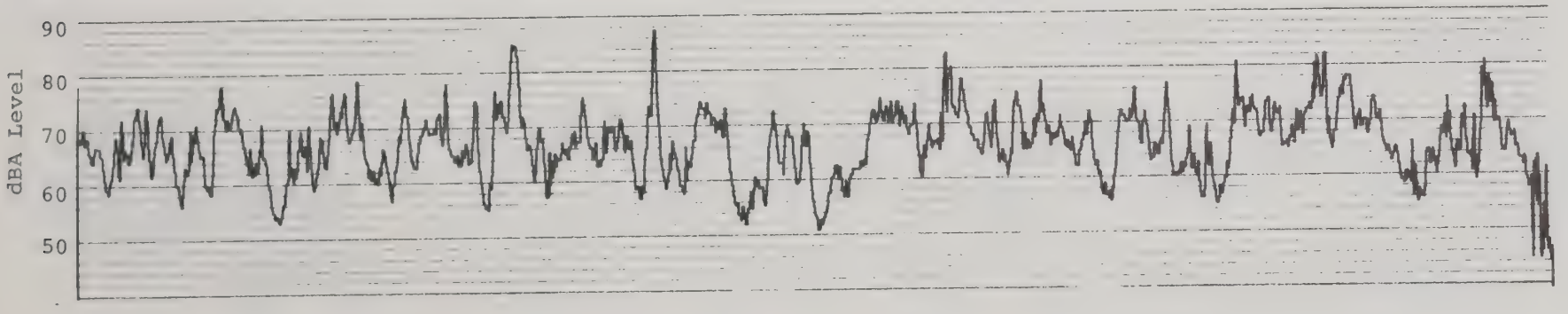


Time:	4:51	(Day)
L_{max}	88.0	
L_{10}	75.8	
L_{50}	69.0	
L_{90}	61.0	
L_{eq}	72.6	
VPH	1968	
% trucks	3%	

Site Number & Location

Site # 27

Fifth Street 20 feet east of east curb, and 20 feet south of south curb of Channel Islands.



HILLIARD & BRICKEN

Consulting Acoustical Engineers

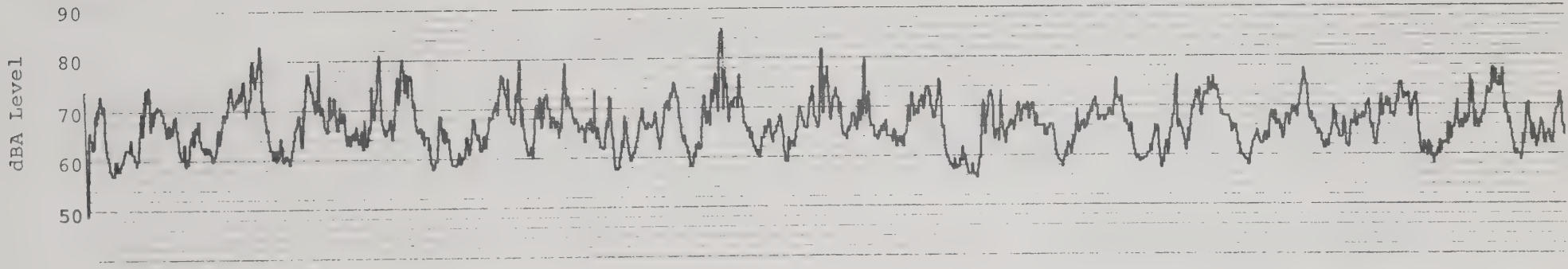


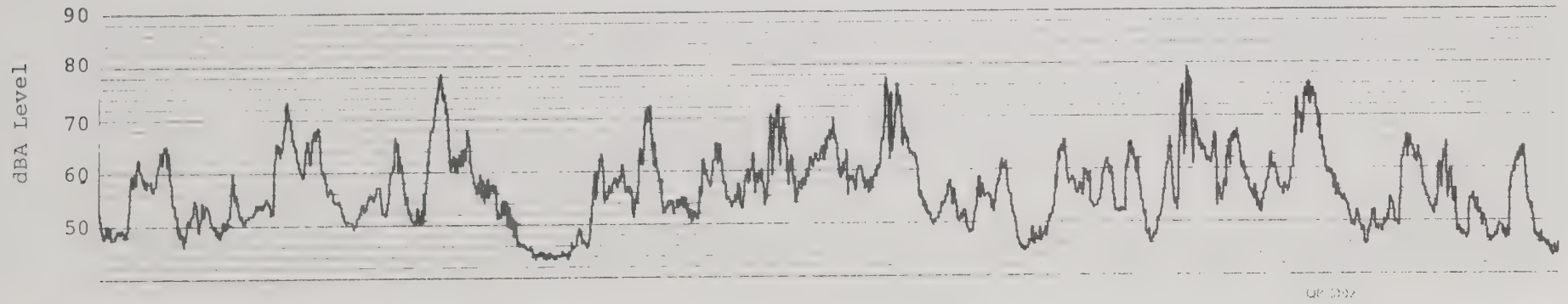
Time:	Day 6:46 p.m	Night 12:55 a.m.
L_{max} =	86.0	79
L_{10} =	75.5	65.8
L_{50} =	68.5	56.5
L_{90} =	62.0	68.0
L_{eq} =	72.0	63.0
VPH	1248	84 Savier 48 Ch. Isl. 0
% Trucks	1%	0

Site Number and Location

Site # 28

50 feet from the center line of the near land of traffic of Channel Islands and 50 feet from curb of Saviers.





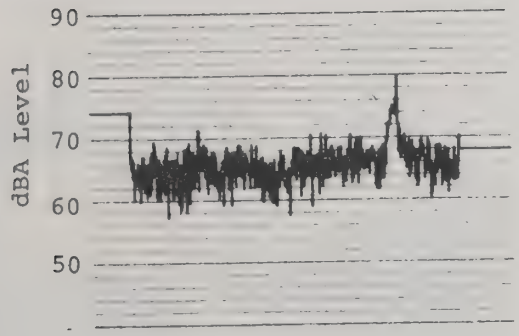
HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS

Time:	1:45	Night
L_{max}	72	
L_{10}	69.8	
L_{50}	66.8	
L_{90}	63.8	
L_{eq}	67.5	
VPH	no cars	
% trucks	1 truck	

Site Number & Location

Site # 28-A -- Pump

North side, west end, 20 feet from pump/drain pipe at Channel Islands and Saviers.



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CONSULTING ACOUSTICAL ENGINEERS

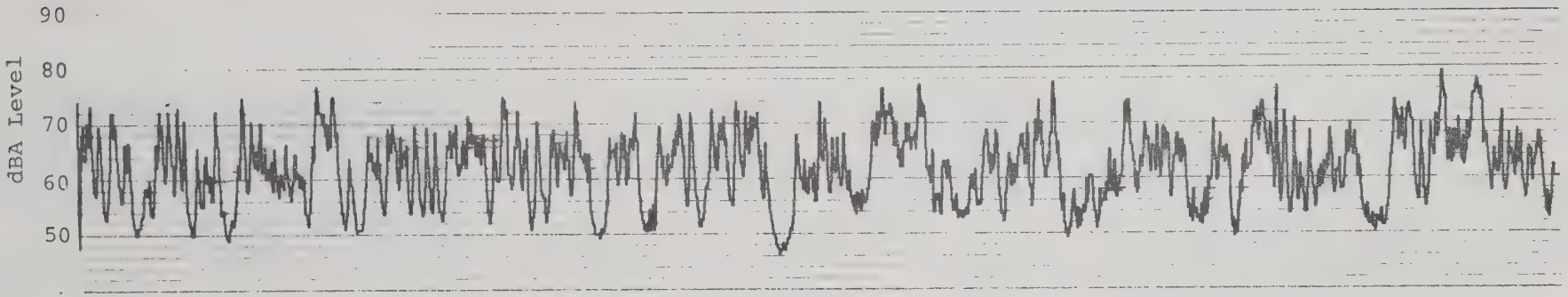


Time:	7:13 p.m. (Day)
L_{max}	80
L_{10}	74.3
L_{50}	67.5
L_{90}	58.5
L_{eq}	70.4
VPH	1020
% trucks	0

Site Number & Location

Site # 29

20 feet north of Channel Islands Road at curb line and 20 feet west of Ventura County Railroad.



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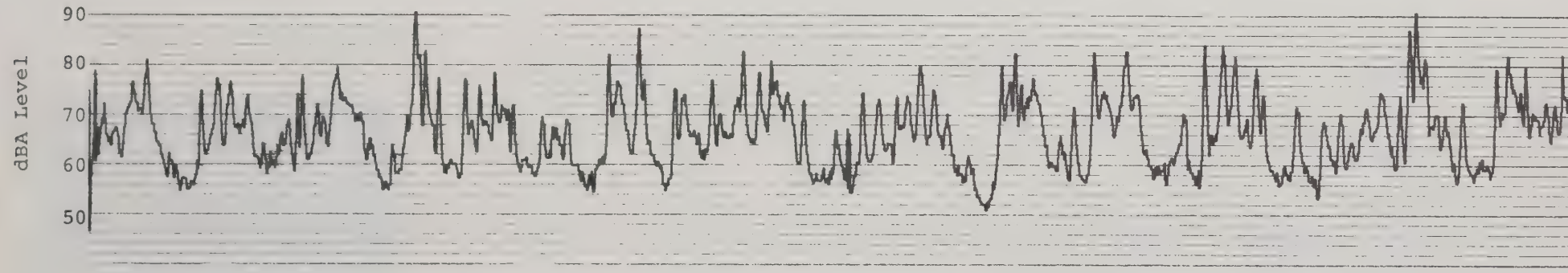


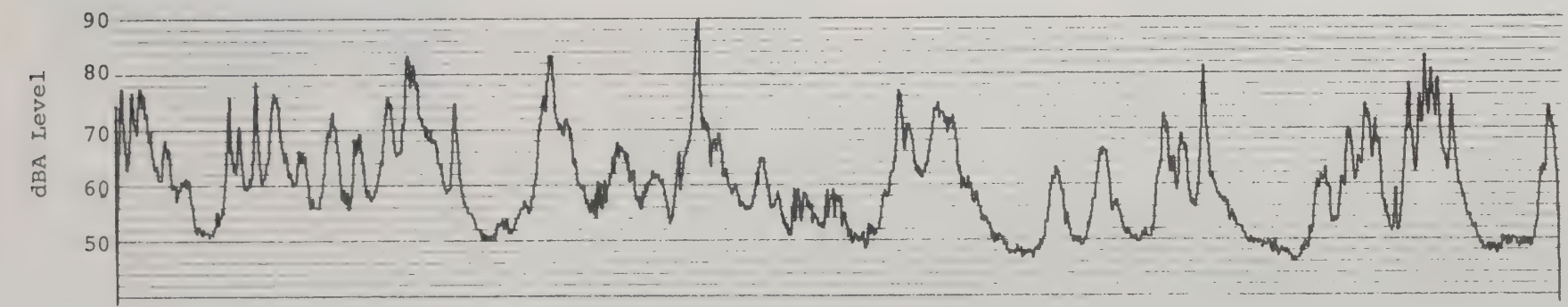
Time:	Day 9:51	Night 10:20 p.m.
L_{max} =	90+	90
L_{10} =	70.3	71.5
L_{50} =	61.0	59.0
L_{90} =	52.3	49.5
L_{eq} =	67.1	67.5
VPH	So.bound 432 access	36 access 120 freeway
% Trucks	20%	50% Access 20% Freeway

Site Number and Location

Site # 30

70 feet south of center line of near travel lane of Southbound Highway #1 and 10 feet from curb at Channel Islands access to Highway 1.





QP 0102

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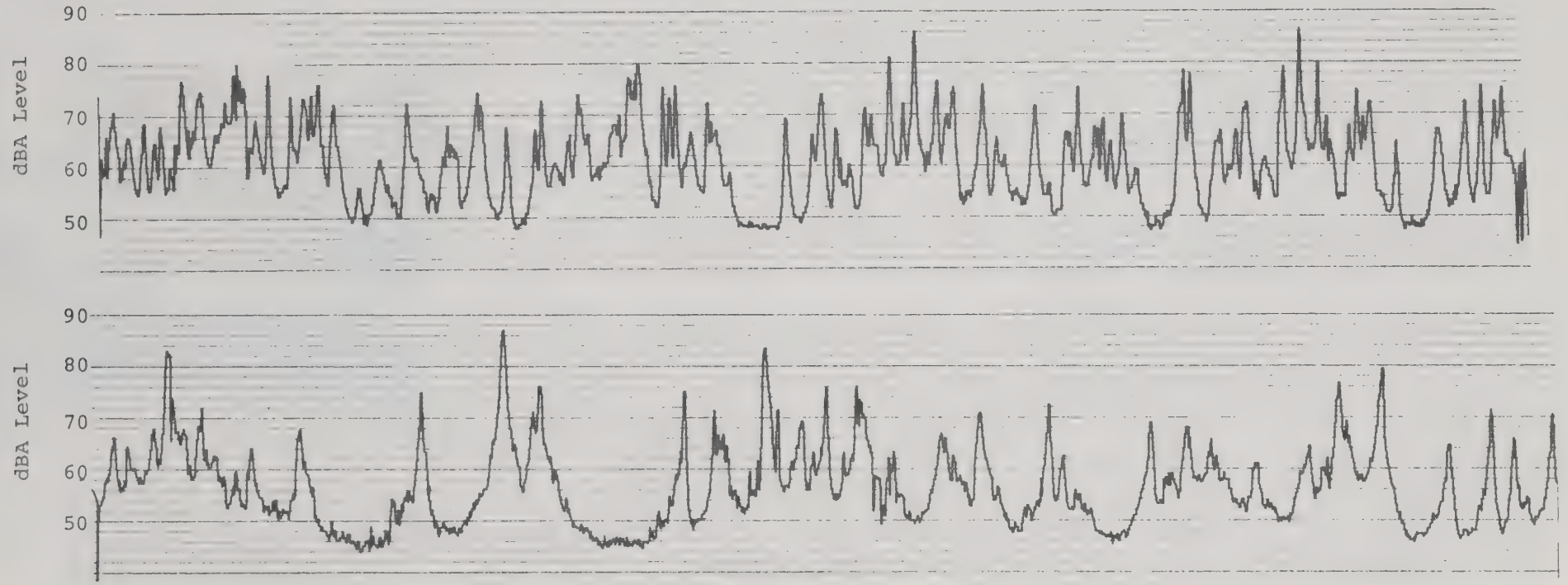
Time:	Day 10:18	Night 10:50 p.m.
L_{max} =	86 +	87
L_{10} =	73.8	65.8
L_{50} =	63.5	54.8
L_{90} =	52.5	46.8
L_{eq} =	70.2	64.0
VPH	420	72 Rice 48 Ch. Isl. 0
% Trucks	9%	0

Site Number and Location

Site # 32

Channel Islands and Rice Road
(12 feet west of curb on Rice Road and
6 feet north of curb on Channel Islands.

Night: 75' to curb of Rice curb line
of Channel Islands -
southwest corner.



GP 0102

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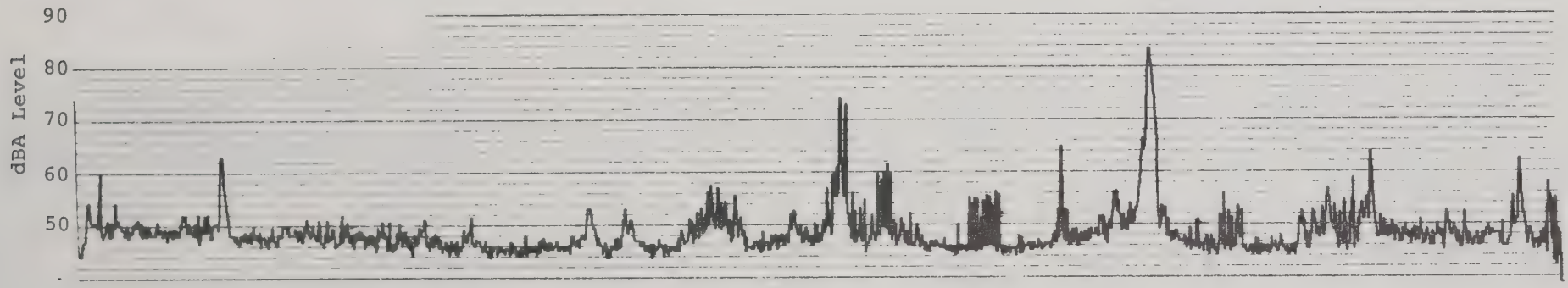


Time:	10:41	(Day)
L_{max}	83.0	
L_{10}	62.5	
L_{50}	50.5	
L_{90}	47.8	
L_{eq}	64.2	
VPH	36	
% trucks	0	

Site Number & Location

Site # 33

San Mateo and Earhart Ct.
(10 feet south and 10 feet west of curbs.)



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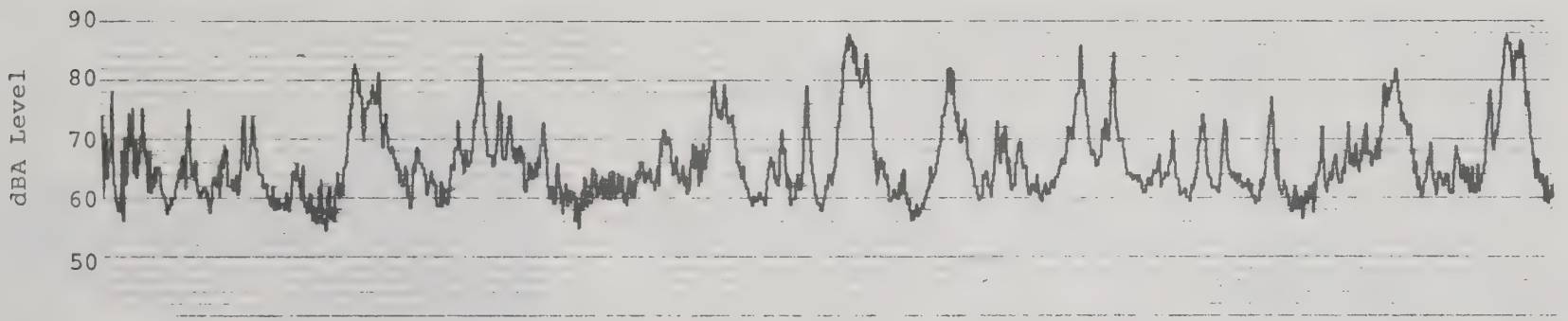


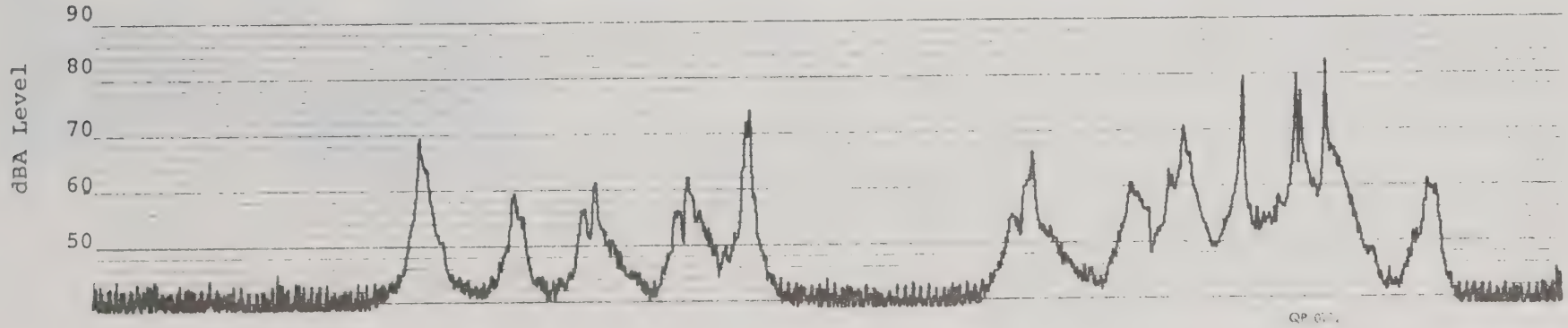
	Day	Night
Time:	10:40	1:25 a.m.
L_{max} =	88	83
L_{10} =	77.8	60.0
L_{50} =	65.8	43.8
L_{90} =	60.0	39.8
L_{eq} =	73.9	58.9
VPH	448 Wooley	24 Rose 24 Wooley
% Trucks	25%	0

Site Number and Location

Site # 36

Rose and Wooley
(38 feet from center line of near travel lane of Rose and 40 feet from the center line of near travel lane of Wooley -- Southeast corner).





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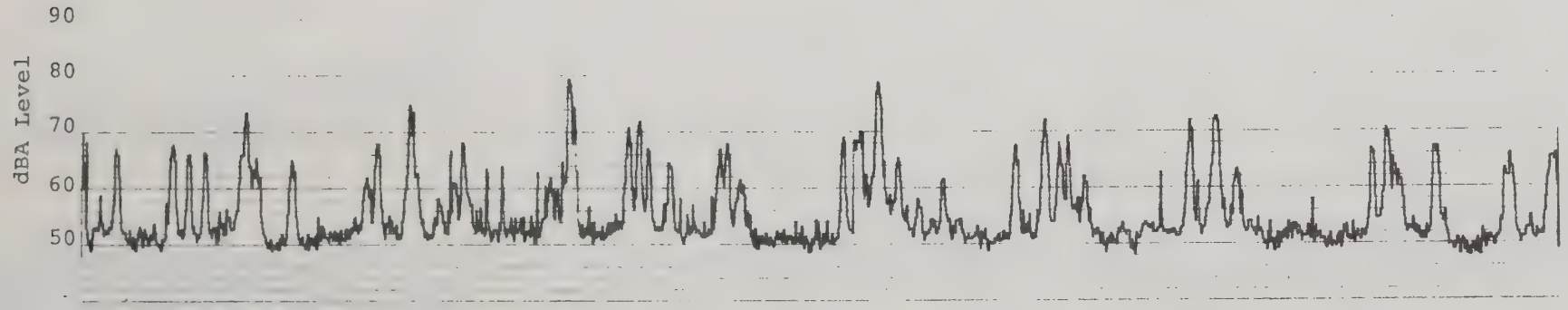


Time:	10:20	(Day)
L_{max}	80	
L_{10}	68.5	
L_{50}	54.3	
L_{90}	51.0	
L_{eq}	68.3	
VPH	96	
% trucks	25	

Site Number & Location

Site # 36-A

Richmond Street, north of Wooley
50 feet from center line of the near
travel lane.



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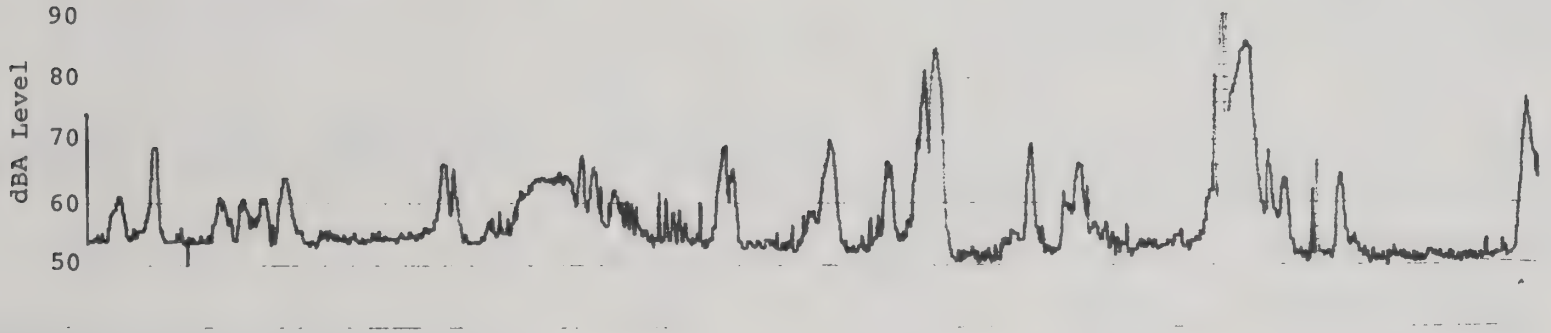


Time:	9:55	(Day)
L_{max}	90 +	
L_{10}	65.3	
L_{50}	55.0	
L_{90}	37.0	
L_{eq}	69.9	
VPH	72	
% trucks	33.3	

Site Number & Location

Site # 36-B

Commercial near Oxnard Blvd.
(50 feet from the center line of near travel lane of Commercial and 100 feet from the center line of Railroad tracks.)



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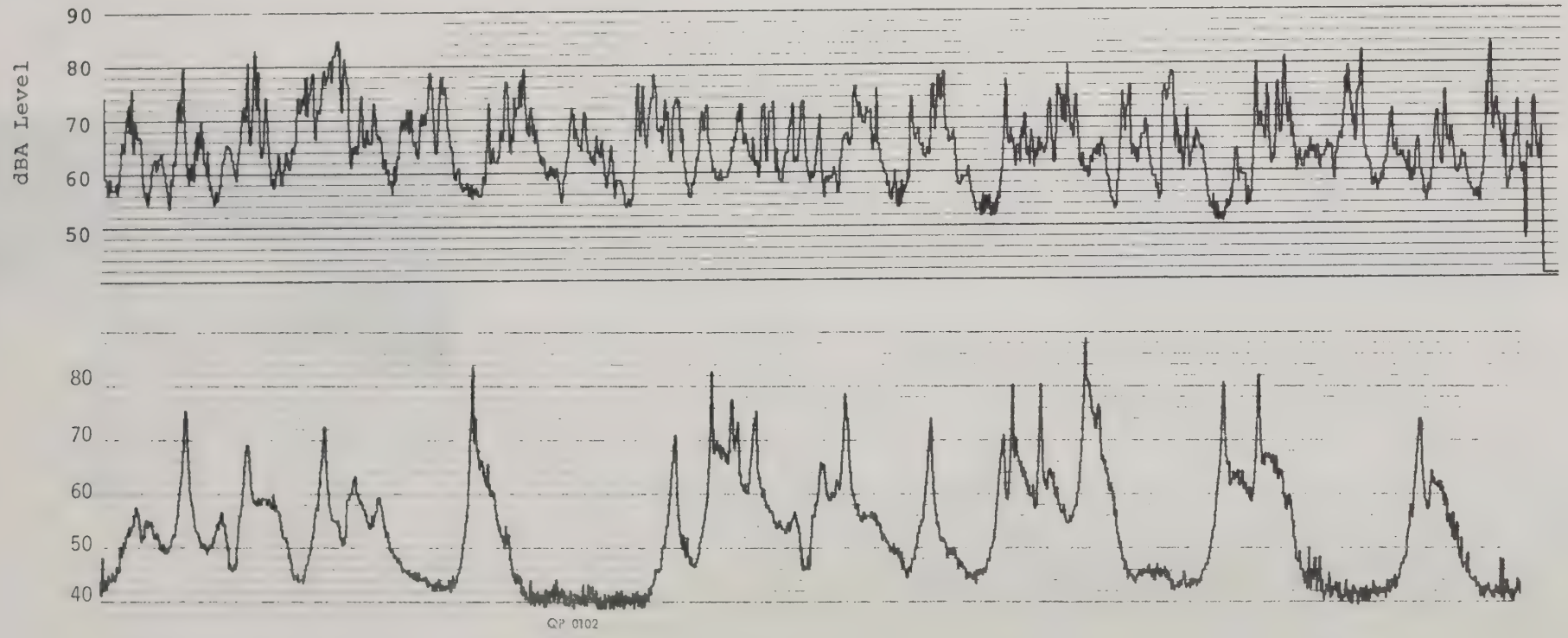
Time:	Day 10:15	Night 1:50
L_{max} =	85	89
L_{10} =	74.0	66.8
L_{50} =	65.3	52.0
L_{90} =	57.5	42.0
L_{eq} =	70.1	64.5
VPH	300 Rice 168 Wooley	72 Rice
% Trucks	4 Rice	0

Site Number and Location

Site # 38

Rice and Wooley Roads
(30 feet from center line of near lane
on northwest corner.

Night measurement taken on northeast corner.





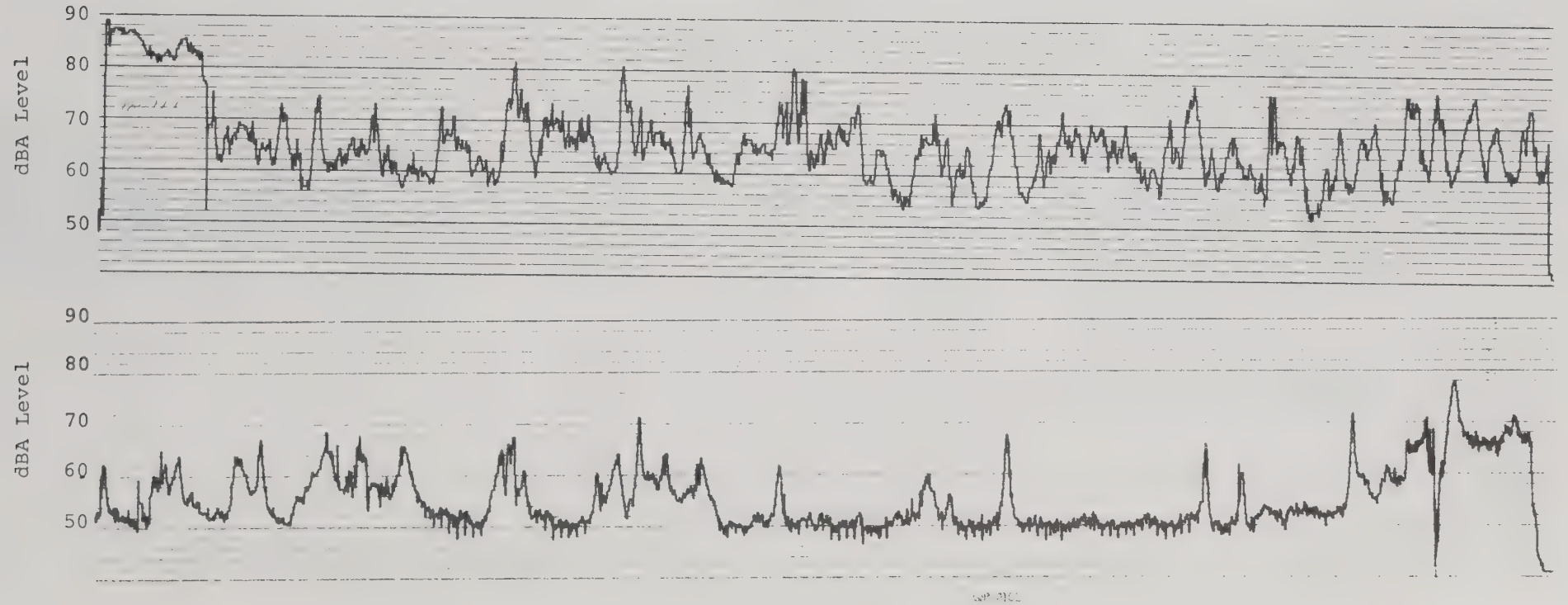
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Time:	Day 9:45 a.m.	Night 2:10 a.m.
L_{max} =	87	78
L_{10} =	74.5	61.8
L_{50} =	65.3	53.0
L_{90} =	58.8	50.0
L_{eq} =	74.1	58.1
VPH	1100	356
% Trucks	7%	5%

Site Number and Location

Site # 39

Fifth Street and Rice Avenue
(Southeast corner, 50 feet from center line of both streets.)



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Consulting Acoustical Engineers

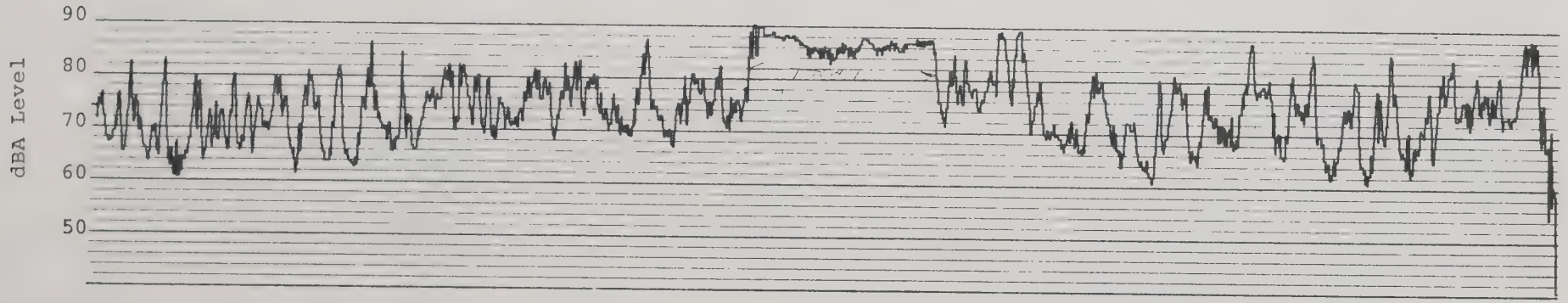


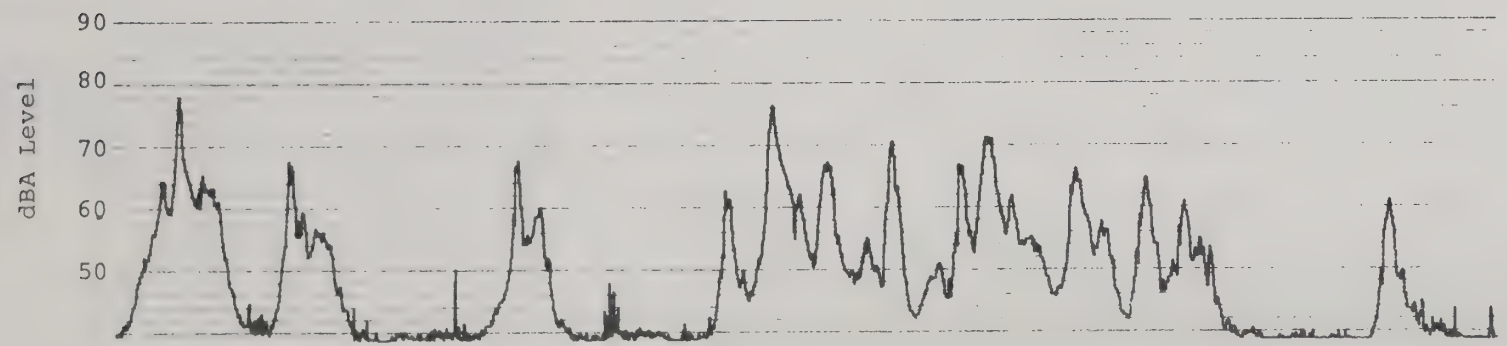
Time:	Day 3:25 p.m.	Night 2:45 a.m.
L_{max} =	90	78
L_{10} =	85.5	61.5
L_{50} =	75.3	43.8
L_{90} =	67.5	39.0
L_{eq} =	79.9	58.6
VPH	1456	126
% Trucks	5%	2%

Site Number and Location

Site # 40

Fifth Street and Rose Avenue





QP 0102

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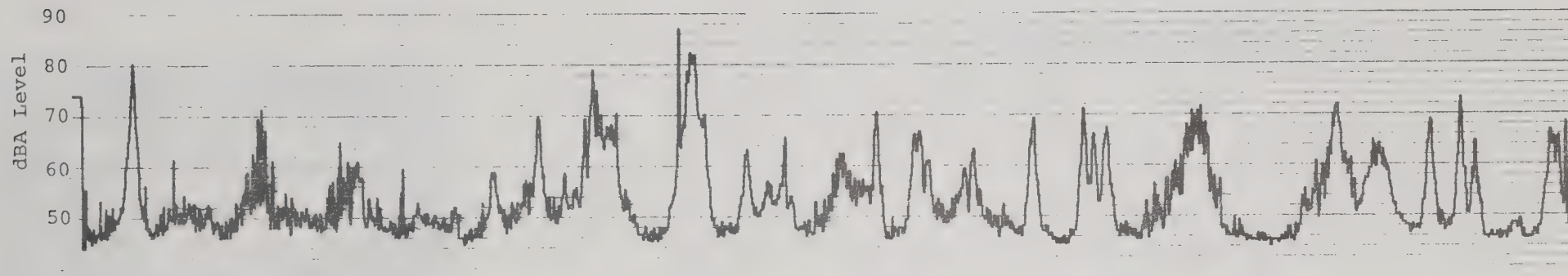


Time:	11:25 a.m. (Day)
L_{max}	87
L_{10}	68.5
L_{50}	54.8
L_{90}	48.8
L_{eq}	67.4
VPH	72 Santa Lucia 48 Gibraltar
% trucks	0

Site Number & Location

Site # 41

Santa Lucia and Gibraltar Street.
(30 feet from center of Gibraltar,
and 45 feet from center of Santa Lucia.)



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Time: 1:00 (Day)

L_{max} 86

L_{10} 74.8

L_{50} 65.8

L_{90} 57.3

L_{eq} 70.5

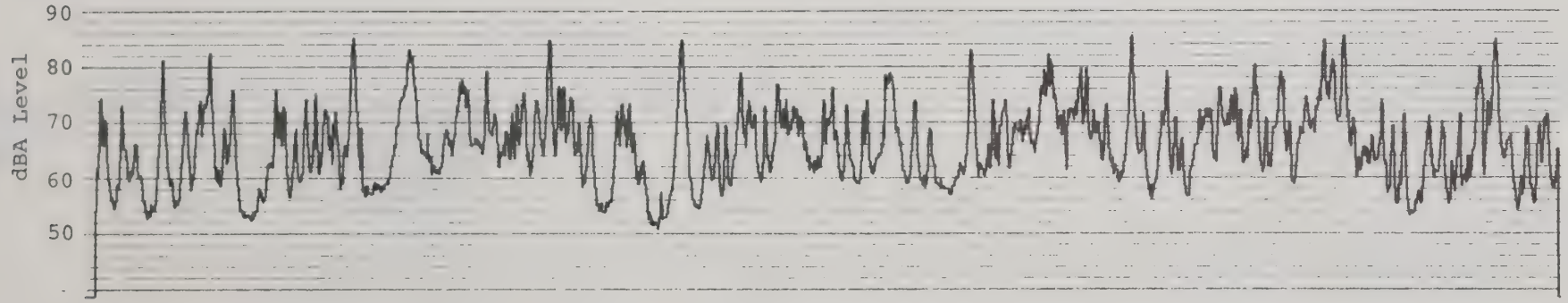
VPH 324

% trucks 7.4

Site Number & Location

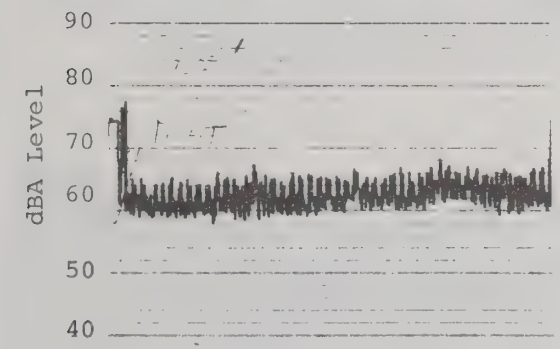
Site # 43

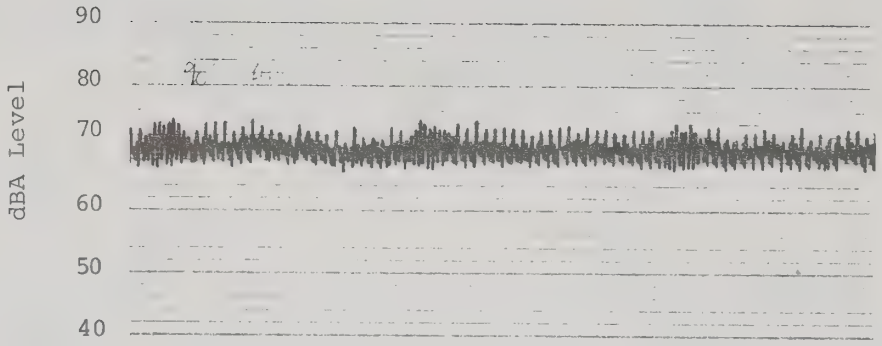
Rice and Colonia

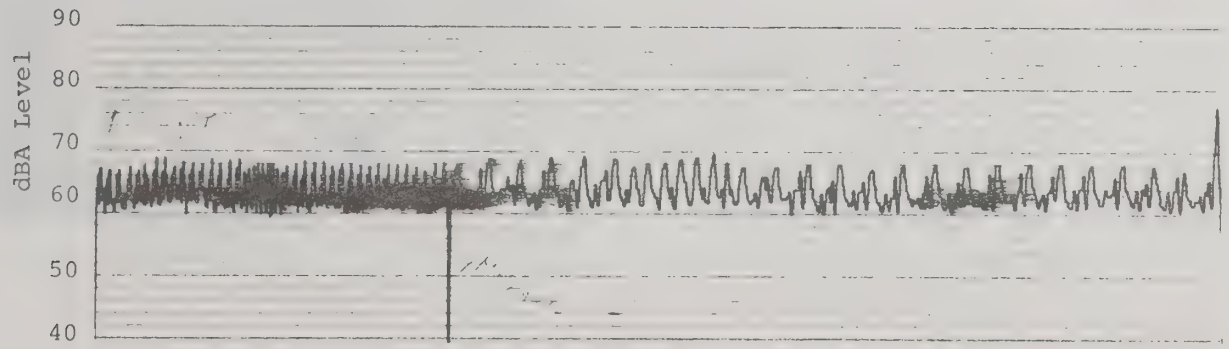


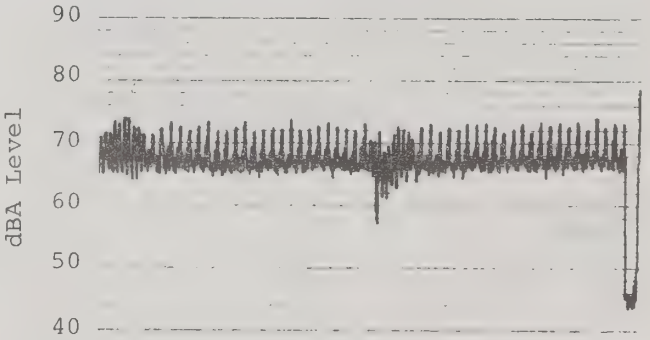
Site 43-A




dBA Level
90
80
70
60
50
40


dBA Level
90
80
70
60
50
40


dBA Level
90
80
70
60
50
40


dBA Level
90
80
70
60
50
40

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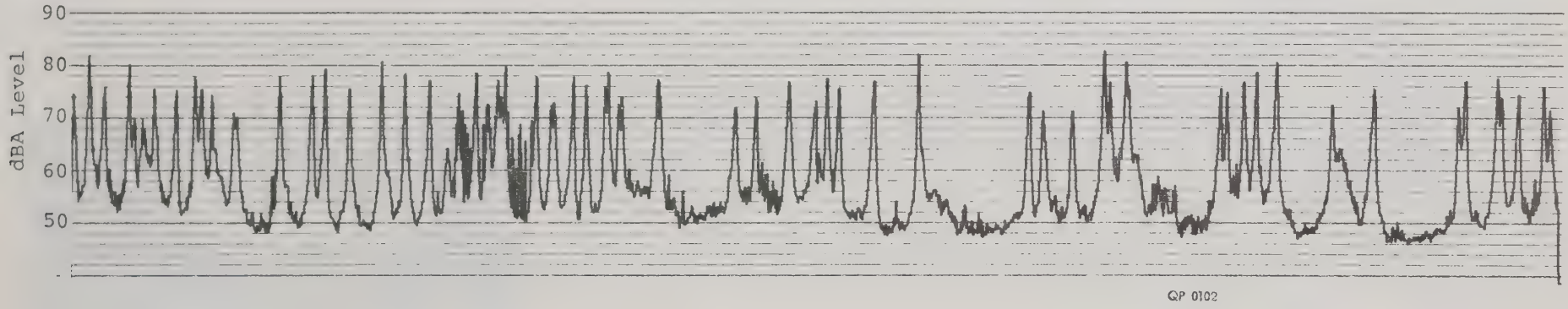


Time:	12:45	(Day)
L_{max}	83	
L_{10}	70.8	
L_{50}	55.8	
L_{90}	49.0	
L_{eq}	65.9	
VPH	144	
% trucks	8.3	

Site Number & Location

Site # 44

Kohala Street and Colonia Road



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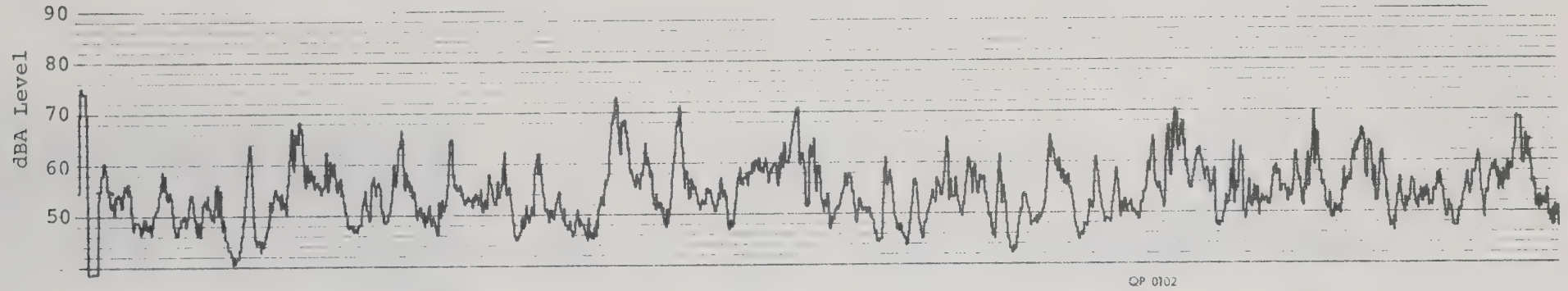


Time:	4:55	(Day)
L_{max}	83.0	
L_{10}	70.8	
L_{50}	61.8	
L_{90}	55.3	
L_{eq}	67.5	
VPH	667	
% trucks	10%	

Site Number & Location

Site # 45

Rose and Colonia, (southeast corner)





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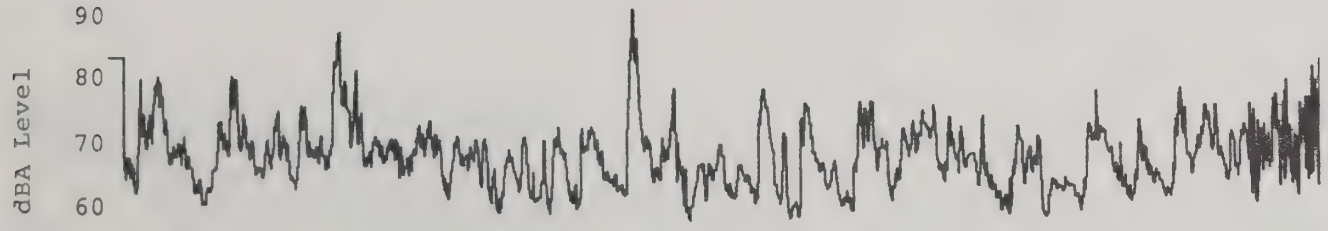
Time:	Day 4:25 p.m.	Night 3:20 a.m.
L_{max} =	91	75
L_{10} =	72.3	62.3
L_{50} =	65.3	42.0
L_{90} =	58.5	37.3
L_{eq} =	69.8	57.5
VPH	588 Rose 492 Gonzales	12 Rose 48 Gonzales
% Trucks	10.2 Rose 12 Gonzales	0

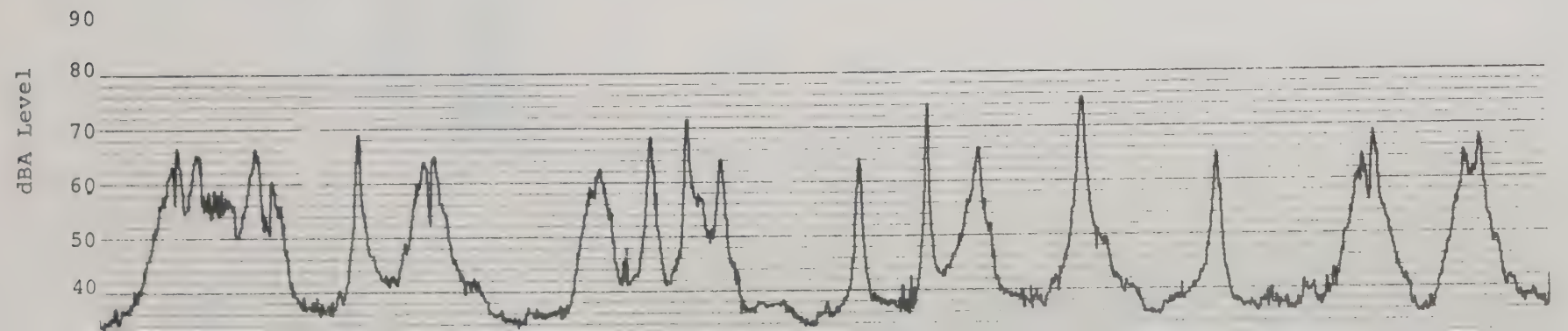
Site Number and Location

Site #47

Rose and Gonzales
(40 feet from center line of nearest lane -- southeast corner.

Night: 50 feet from curb line of Rose and Gonzales.





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Time: 8:50 a.m. (Day)

L_{max} 59

L_{10} 51.0

L_{50} 45.0

L_{90} 42.8

L_{eq} 50.6

VPH 12

% trucks 0

Site Number & Location

Site # 48

Juanita
(north end at alley, 50 feet from center line of nearest lane of alley, 50 feet from the end of Juanita.)





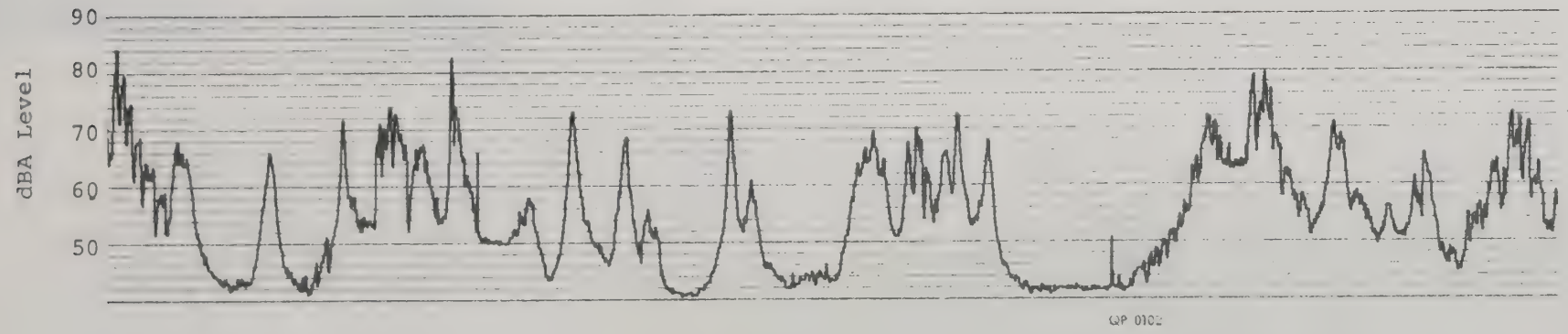
Time:	Day 3:00	Night 4:22 a.m.	
L_{max} =	89	84	
L_{10} =	76.3	68.5	
L_{50} =	68.8	54.5	
L_{90} =	63.3	42.5	
L_{eq} =	73.8	64.7	
VPH	1956	12	Gonzales
		108	Oxnard
% Trucks	3%	11.1	Oxnard

Site Number and Location

Site # 49

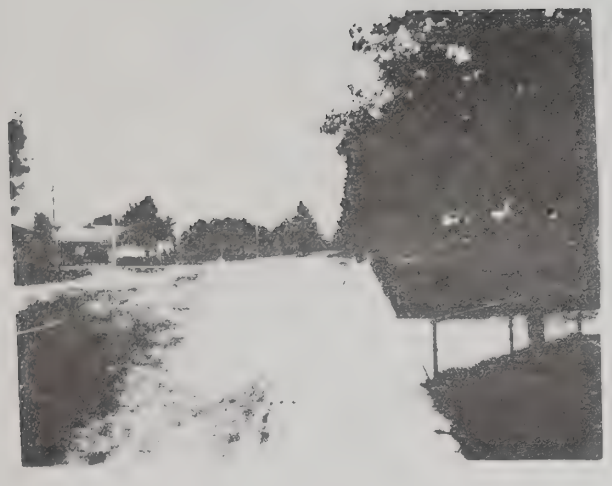
Oxnard and Gonzales, northeast corner.





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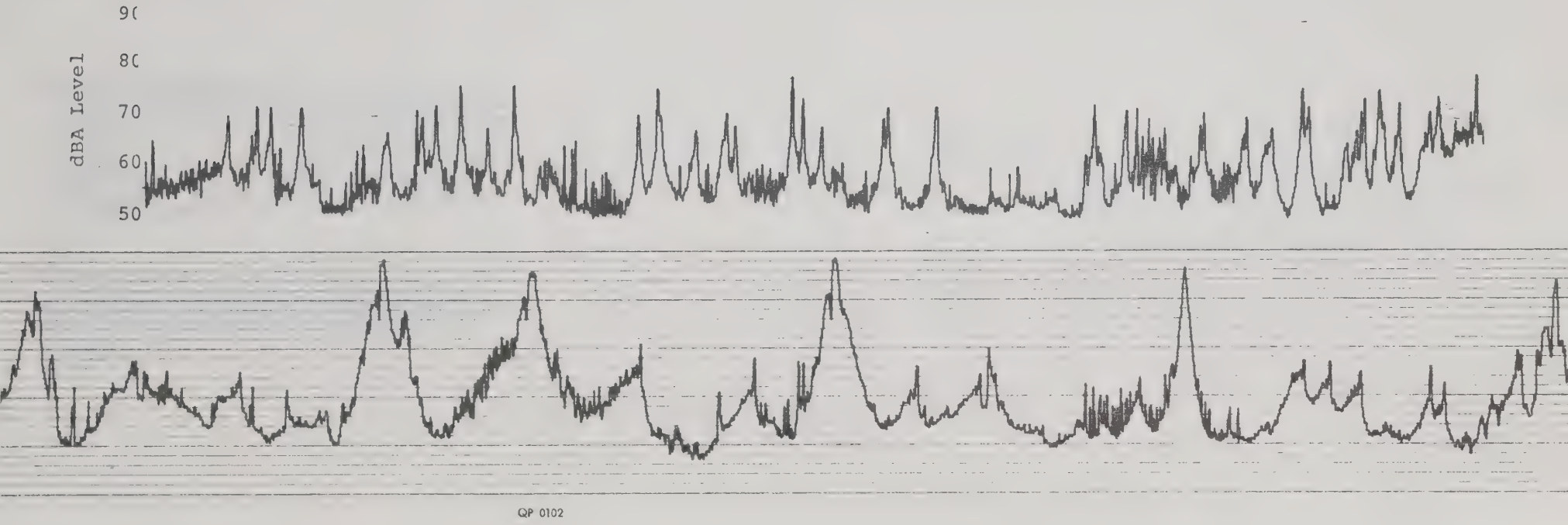
Time:	Day 4:00	Night 3:45 a.m.
L_{max} =	79.0	68.0
L_{10} =	69.3	52.3
L_{50} =	57.5	48.5
L_{90} =	50.5	32.3
L_{eq} =	67.1	48.8
VPH	120	24
% Trucks	0	0

Site Number and Location

Site #50

Snow and Emerald

Night measurement taken at Snow and Rio Lindo.



QP 0102

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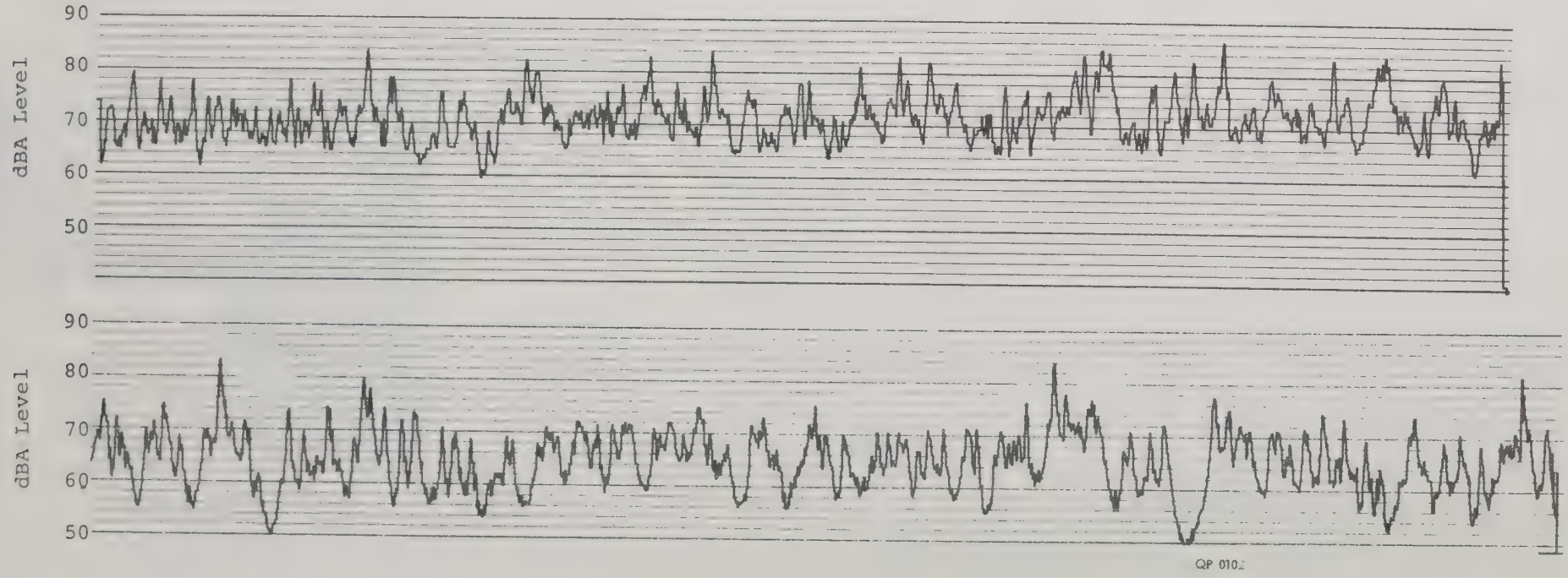


Time:	Day 2:15 p.m.	Night 11:25 p.m.
L_{max} =	86	84
L_{10} =	78.0	71.5
L_{50} =	72.3	65.0
L_{90} =	68.0	57.8
L_{eq} =	74.5	67.8
VPH	120 Vent. 1644 Frwy.	684 Frwy.
% Trucks	10. Vent. 4.4 Frwy.	

Site Number and Location

Site #51

Rose and Freeway Intersection.
(Also, Ventura Blvd, 35 feet from center line northeast of Ventura Blvd., and 55 feet from center line of near lane of traffic of the Freeway.)



QP 010

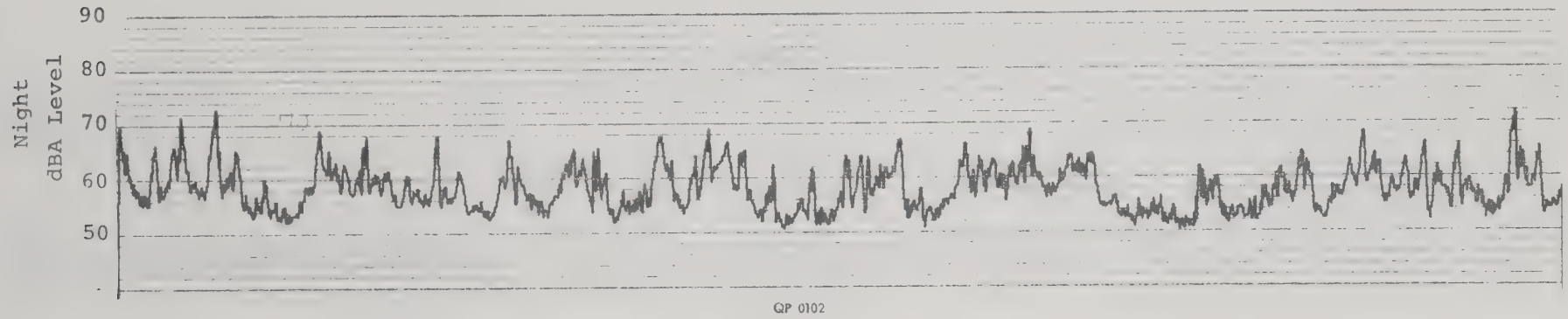
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Time:	10:45 p.m. Night
L_{max}	73
L_{10}	63.5
L_{50}	58.0
L_{90}	53.5
L_{eq}	60.2
VPH	108
% trucks	0

Site Number & Location

Site # 51-A

Center island of Rose
(125 yards from Freeway, south side of divider -- 4 feet from curb toward center center of road.)



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Time: 2:45 p.m. (Day)

L_{max} 81

L_{10} 73.0

L_{50} 66.8

L_{90} 62.3

L_{eq} 69.3

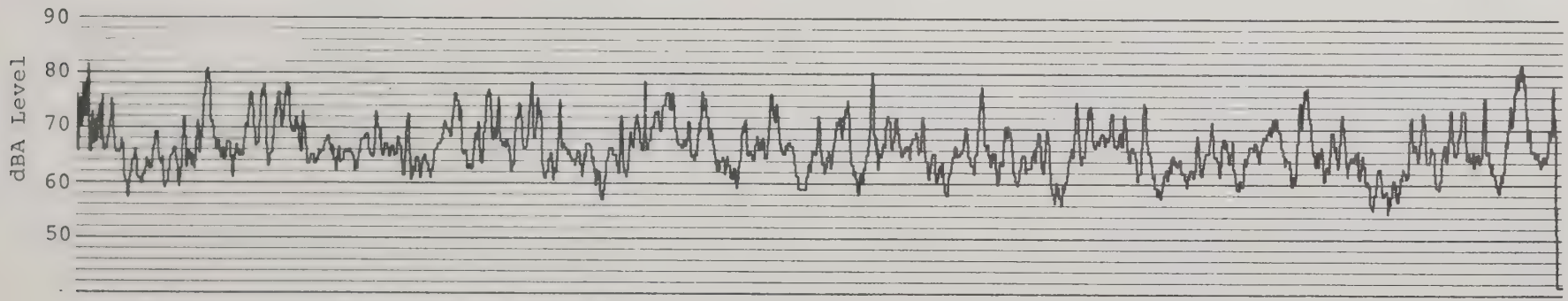
VPH 1088

% trucks 8.5

Site Number & Location

52

Ventura Blvd. and Ventura Freeway
(50 feet from center line of Ventura Blvd., and 100 feet from center line of Ventura Freeway.)



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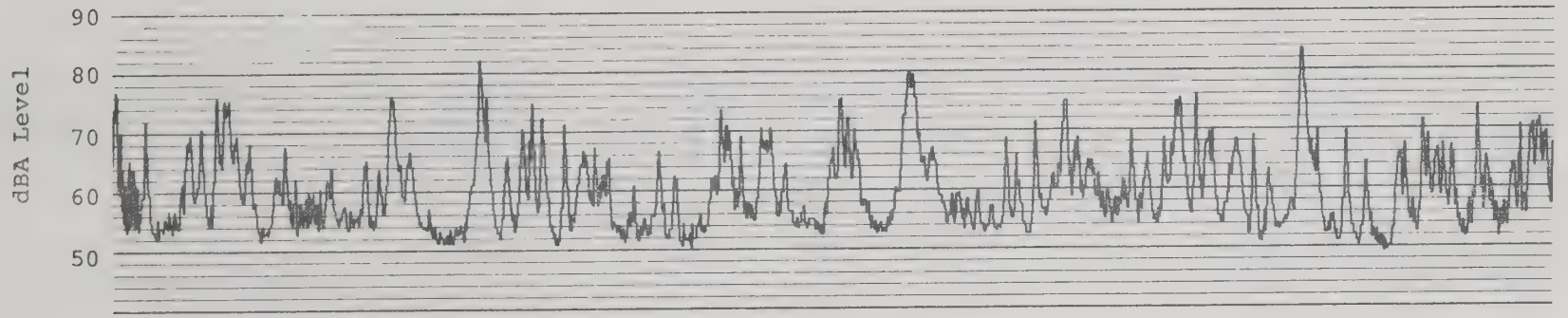
Time: Day 3:10 p.m.

L_{max}	=	84
L_{10}	=	71.5
L_{50}	=	62.3
L_{90}	=	56.3
L_{eq}	=	68.1
VPH		144
% Trucks		16.7%

Site Number and Location

Site # 54

Santa Clara
(On Santa Clara 50 feet from centerline and 1/4 mile north of Freeway.)



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Time: 4:40 p.m. (Day)

L_{max} 68

L_{10} 63.0

L_{50} 58.0

L_{90} 54.5

L_{eq} 60.6

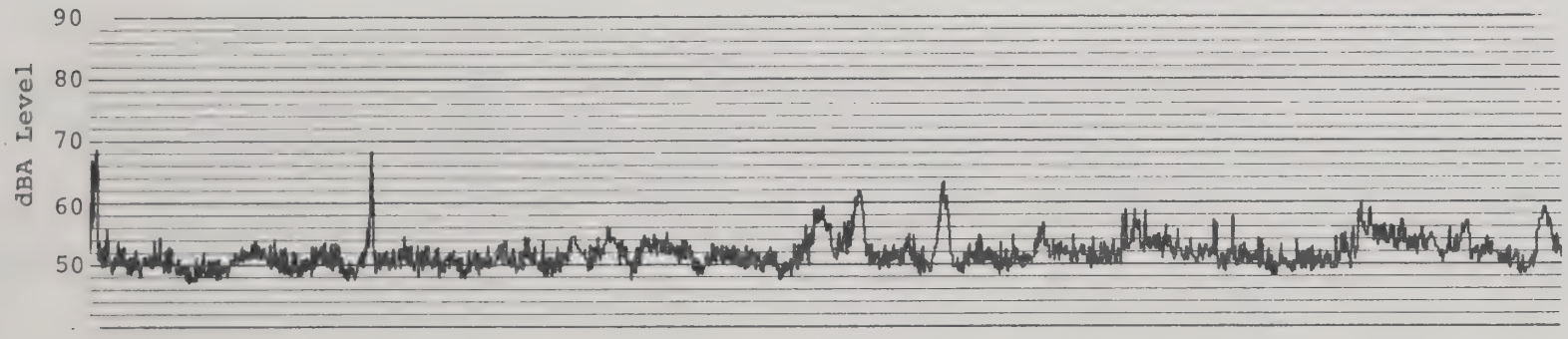
VPH 36

% trucks 0

Site Number & Location

Site # 55

3600 block of Orange Drive.
(50 feet from centerline.)



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Time: 5:40 p.m. (Day)

L_{max} 78

L_{10} 67.5

L_{50} 58.8

L_{90} 51.3

L_{eq} 64.1

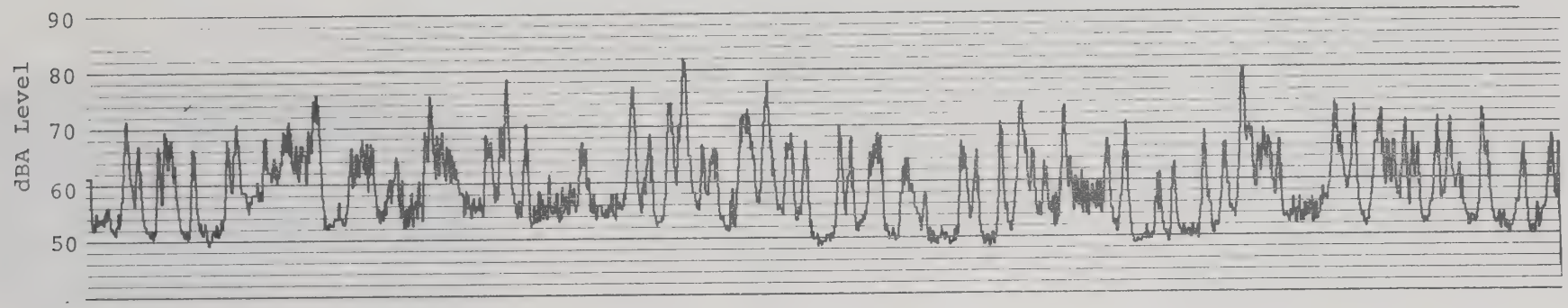
VPH 240

% trucks 5%

Site Number & Location

Site #56

Santa Clara and Fredrich Lane



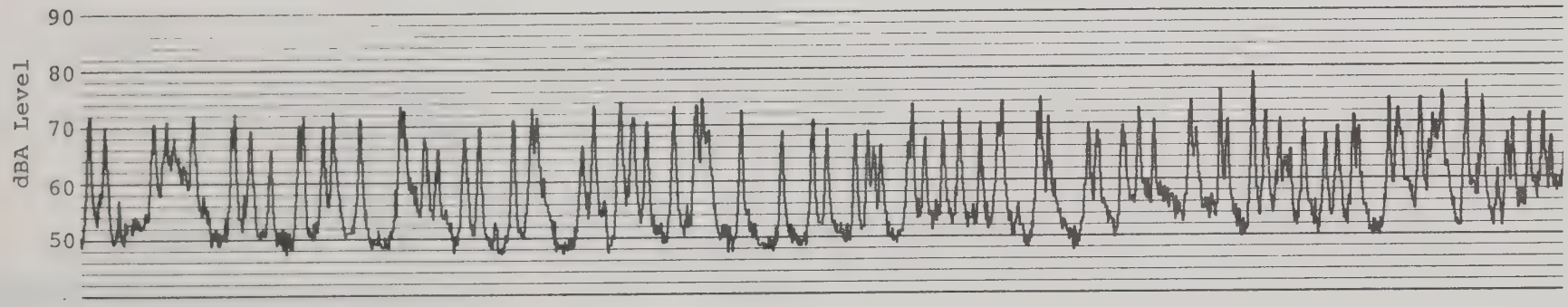


Time:	5:40	(Day)
L_{max}	79	
L_{10}	68.0	
L_{50}	57.8	
L_{90}	49.3	
L_{eq}	63.0	
VPH	168	
% trucks	7.7%	

Site Number & Location

Site # 56-A

Central Avenue -- 1/2 mile east of Santa Clara



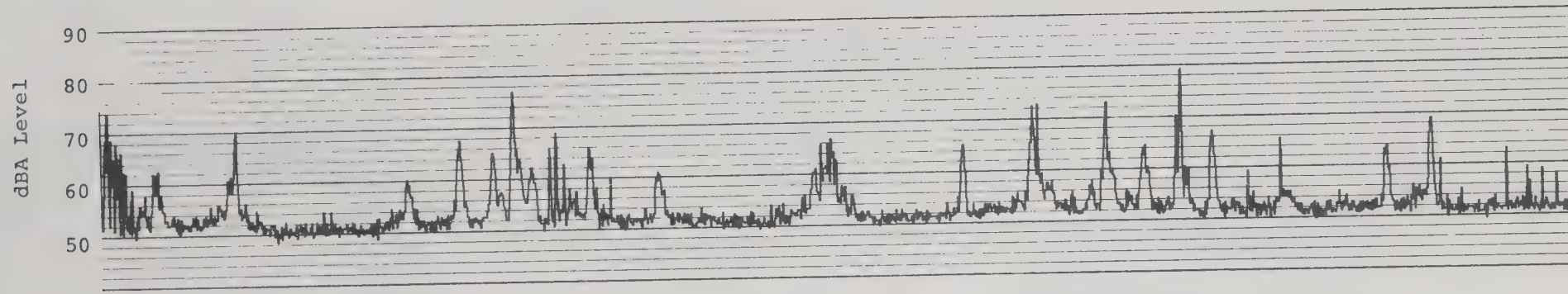
HILLIARD & BRICKEN

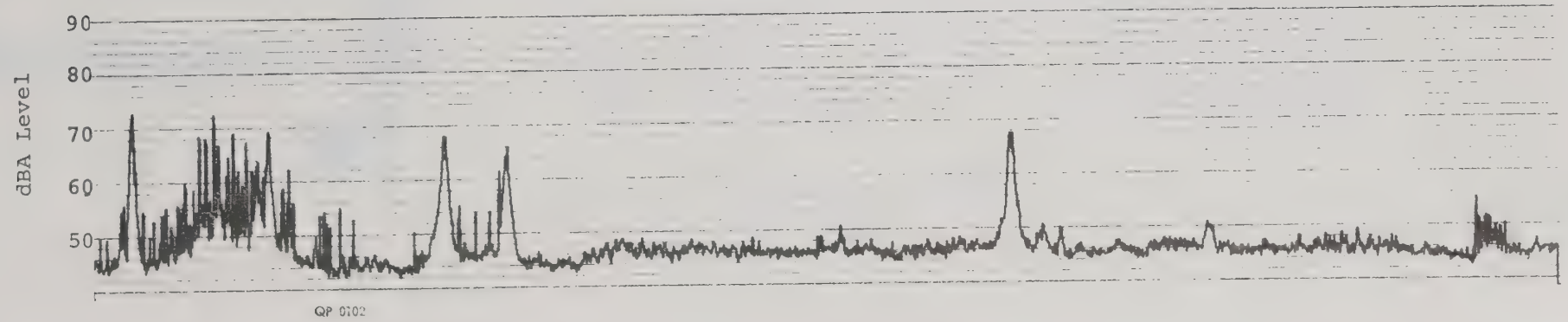
Consulting Acoustical Engineers



Time:	Day _____	Night _____
L_{max} =	_____	_____
L_{10} =	_____	_____
L_{50} =	_____	_____
L_{90} =	_____	_____
L_{eq} =	_____	_____
VPH	_____	_____
% Trucks	_____	_____

Site Number and Location





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Time: 11:05 a.m. (Day)

L_{max} 88

L_{10} 67.5

L_{50} 56.3

L_{90} 48.5

L_{eq} 66.8

VPH 96 Central
84 Rose

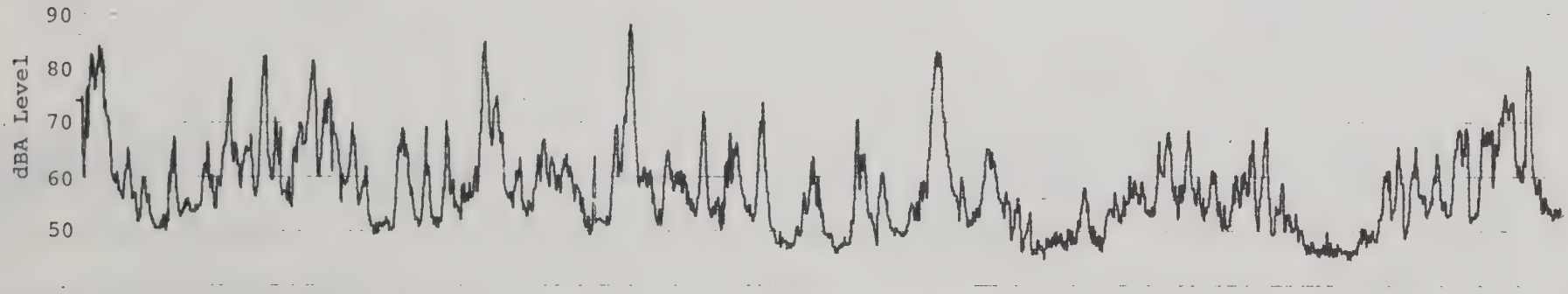
% trucks 25 % Central
29 % Rose

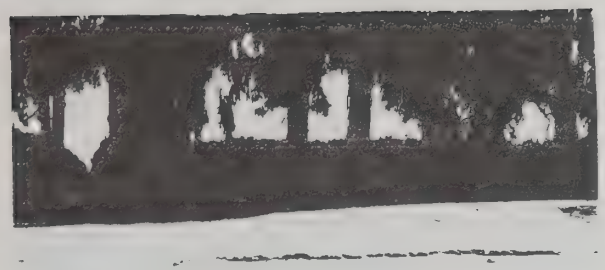
Site Number & Location

Site # 59

Central and Rose

(Northeast corner, 50 feet from center line of corner.)





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Time: 10:23 a.m. (Day)

L_{max} 76

L_{10} 61.3

L_{50} 53.0

L_{90} 50.0

L_{eq} 58.5

VPH 96

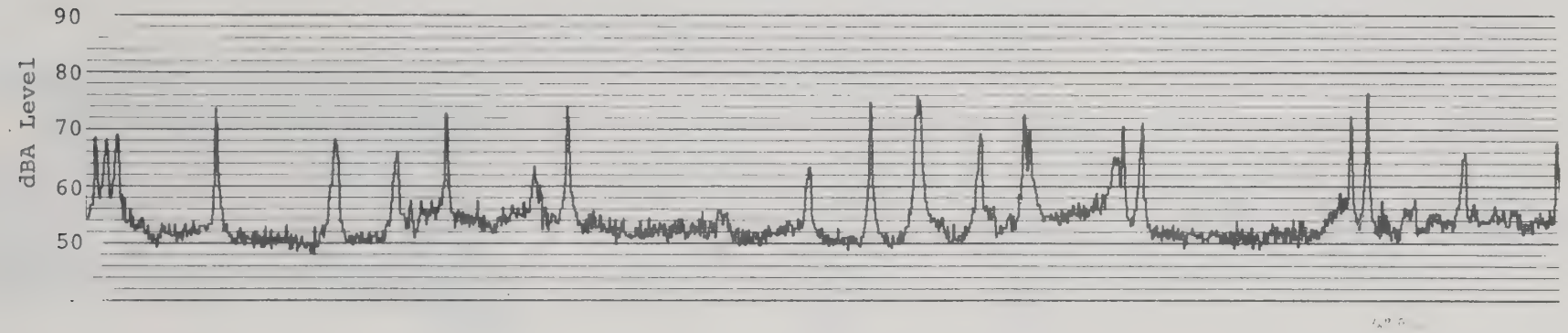
% trucks 12.5

Site Number & Location

Site #60

Rose Avenue

(1500 feet from Central. 50 feet from centerline of the near travel lane.)



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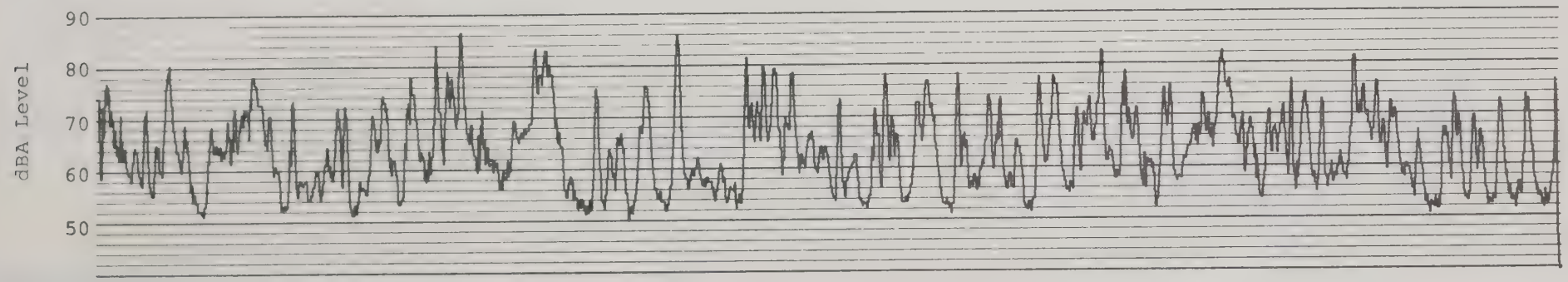
Time:	Day 12 noon	Night 12 midnight
L_{max} =	87	86
L_{10} =	74.0	68.8
L_{50} =	64.0	54.0
L_{90} =	55.0	44.8
L_{eq} =	69.9	65.5
VPH	300 Vineyard 132 Central	132 Vineyard 24 Central
% Trucks	20.	9.09%

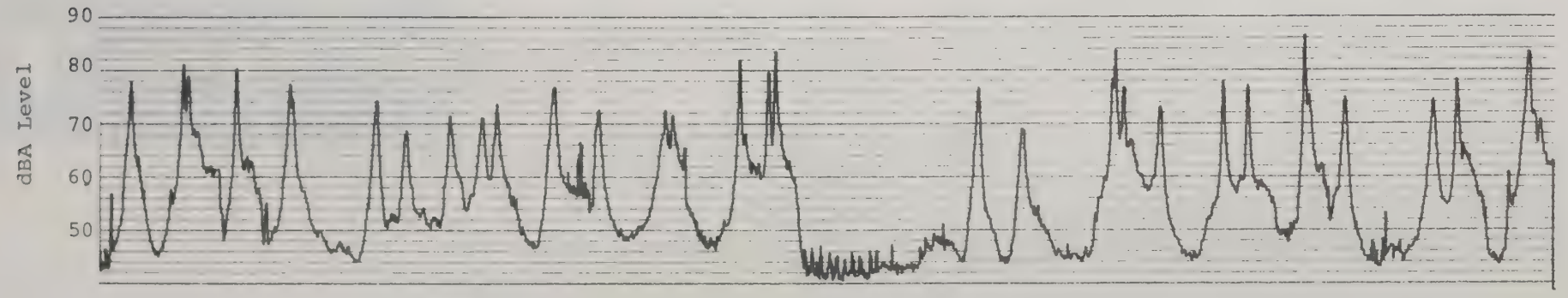
Site Number and Location

Site # 61

Vineyard and Central

(50 feet from centerline of both streets, northeast corner.)





QP 0102

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Time: 11:20 a.m. (Day)

L_{max} 66

L_{10} 53.5

L_{50} 49.0

L_{90} 46.8

L_{eq} 51.1

VPH No car count

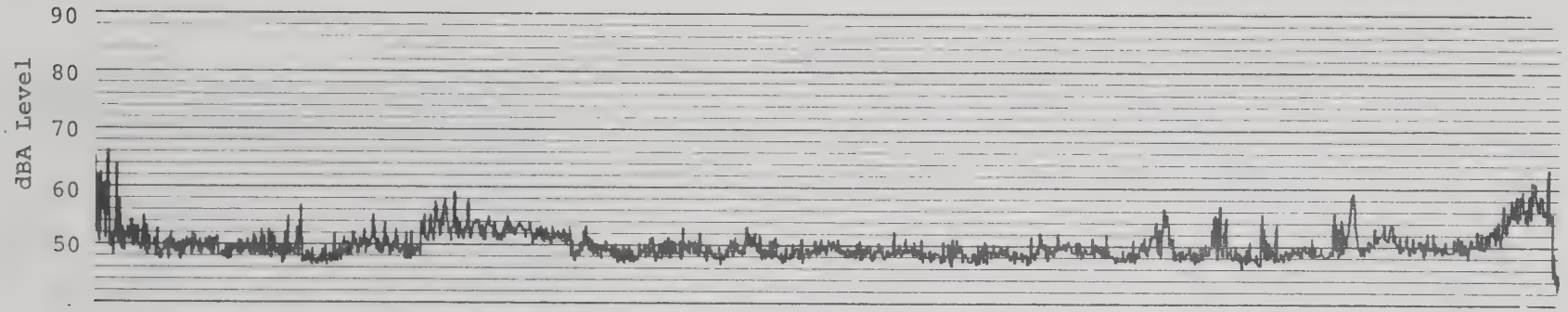
% trucks

Site Number & Location

Site # 62

Detroit and Collins

(50 feet from centerline of Detroit and 26 feet from centerline of Collins on the southeast corner.)



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Time: 10:20 a.m. (Day)

L_{max} 74

L_{10} 64.3

L_{50} 59.5

L_{90} 54.5

L_{eq} 61.5

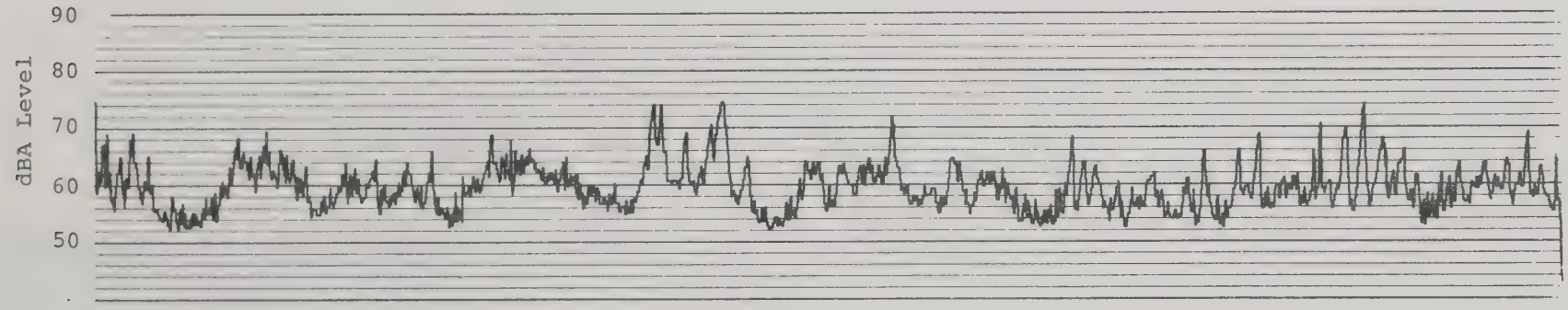
VPH 216

% trucks 5.5

Site Number & Location

Site # 63-A

Esplanade Drive across from Sears
(50 feet from centerline west side of street.)



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Time: 10:55 a.m. (Day)

L_{max} 80

L_{10} 68.0

L_{50} 63.0

L_{90} 59.5

L_{eq} 64.9

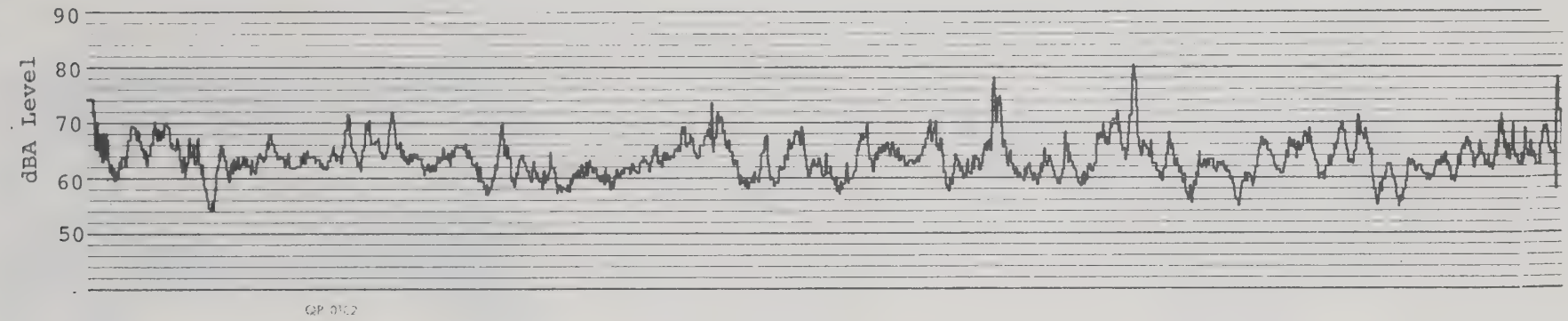
VPH 204

% trucks 0

Site Number & Location

Site # 64

Wagon Wheel Motel parking lot.



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Time: 10:55 a.m. (Day)

L_{max} 67.0

L_{10} 56.8

L_{50} 51.3

L_{90} 48.5

L_{eq} 60.7

VPH 24

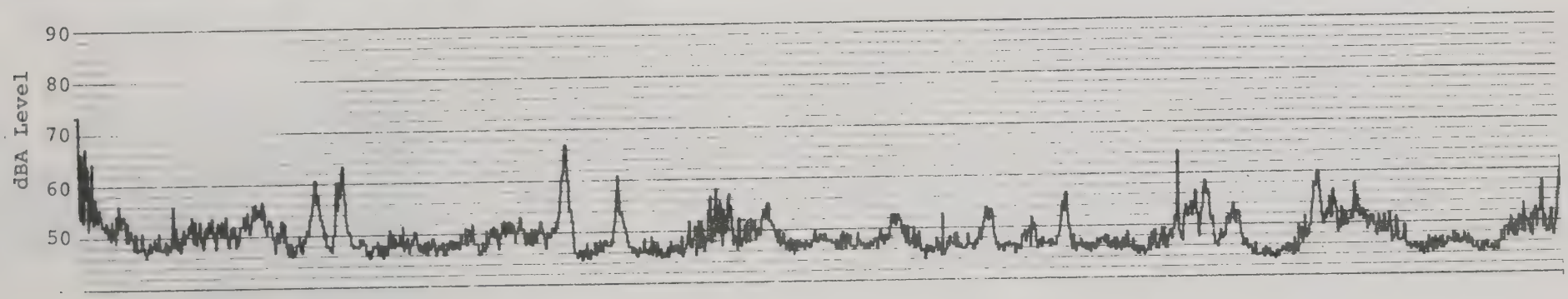
% trucks 0

Site Number & Location

Site # 64-A

Holly

(50 feet from centerline of near travel lane and 400 feet past Heather).



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Time: 2:30 p.m. (Day)

L_{max} 84

L_{10} 71.8

L_{50} 65.0

L_{90} 58.8

L_{eq} 69.0

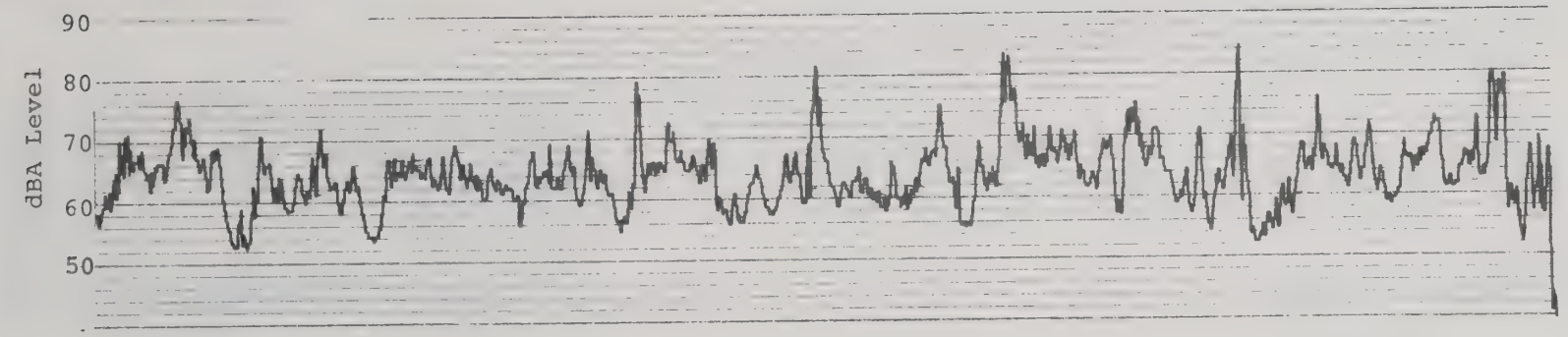
VPH 1056 Oxnard
600 Vineyard

% trucks 4.5 % Oxnard
2 % Vineyard

Site Number & Location

Site # 65

50 feet from the centerline of Vineyard and Oxnard.



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CONSULTING ACOUSTICAL ENGINEERS

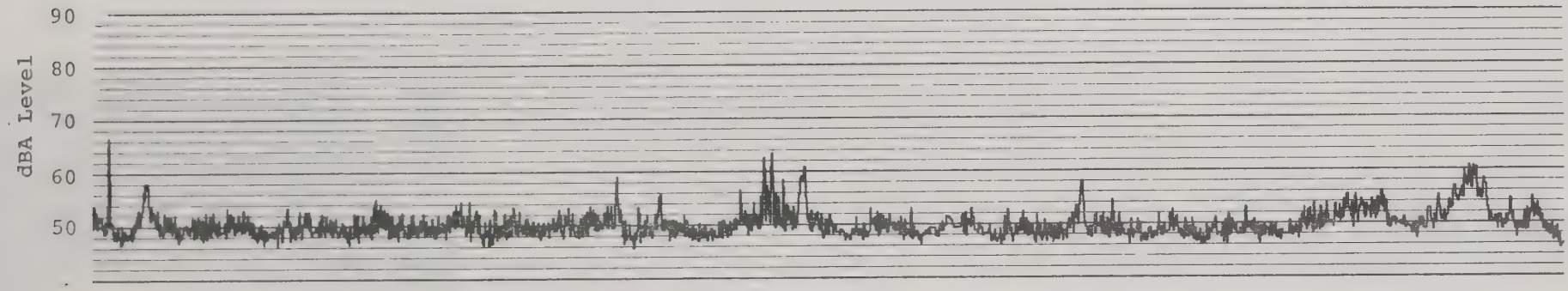


Time:	3:00 p.m.	(Day)
L_{max}	67	
L_{10}	52.8	
L_{50}	49.3	
L_{90}	47.3	
L_{eq}	50.6	
VPH	12	
% trucks	0	

Site Number & Location

Site # 66

Edelweiss Street and Foxglove Place
(50 feet from centerline of Edelweiss)



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Time: 12:05 (Day)

L_{max} 86

L_{10} 72.5

L_{50} 65.8

L_{90} 60.0

L_{eq} 70.5

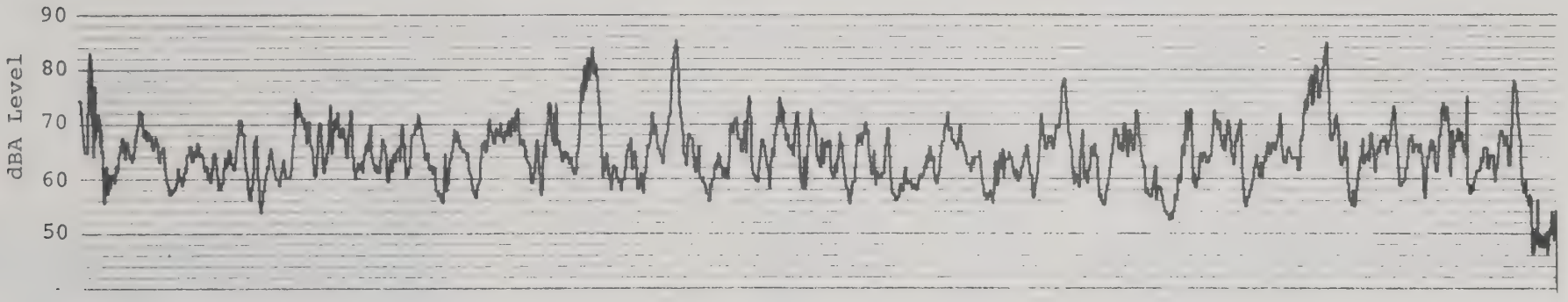
VPH 840 Gonzales
252 "H" Street

% trucks 3 % Gonzales
0 "H" Street

Site Number & Location

Site # 67

"H" Street and Gonzales
50 feet from centerline of the near travel lane of "H" Street and Gonzales, at the southeast corner.



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Consulting Acoustical Engineers

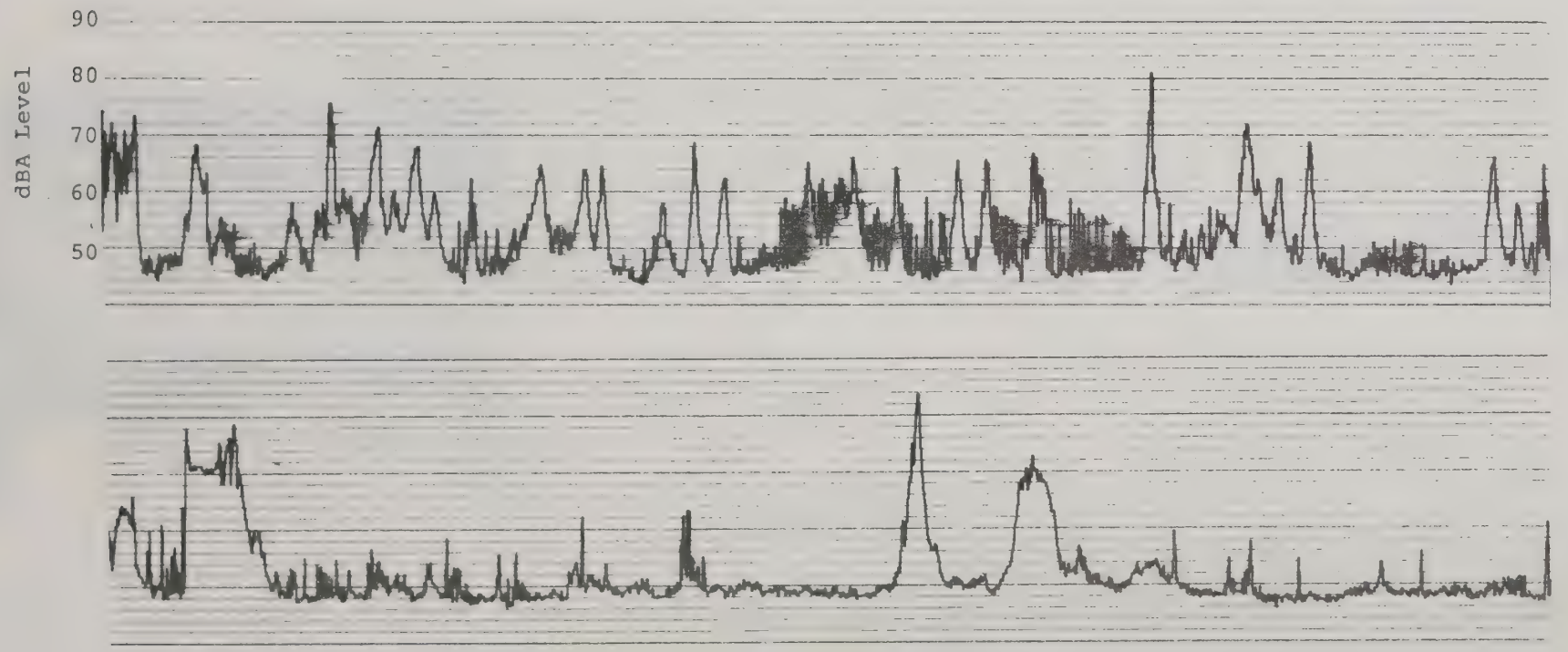


Time:	Day 4:05	Night 5:00a.m
L_{max} =	81	64
L_{10} =	65.5	43.3
L_{50} =	55.5	29.8
L_{90} =	48.3	28.3
L_{eq} =	63.5	44.0
VPH	60	12
% Trucks	0	0

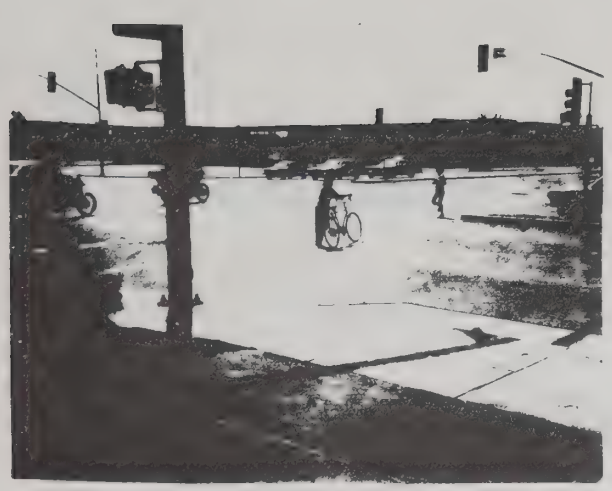
Site Number and Location

Site # 68

Lantana and Dahlia
(40 feet from the centerline of Lantana and Dahlia on the southeast corner.)



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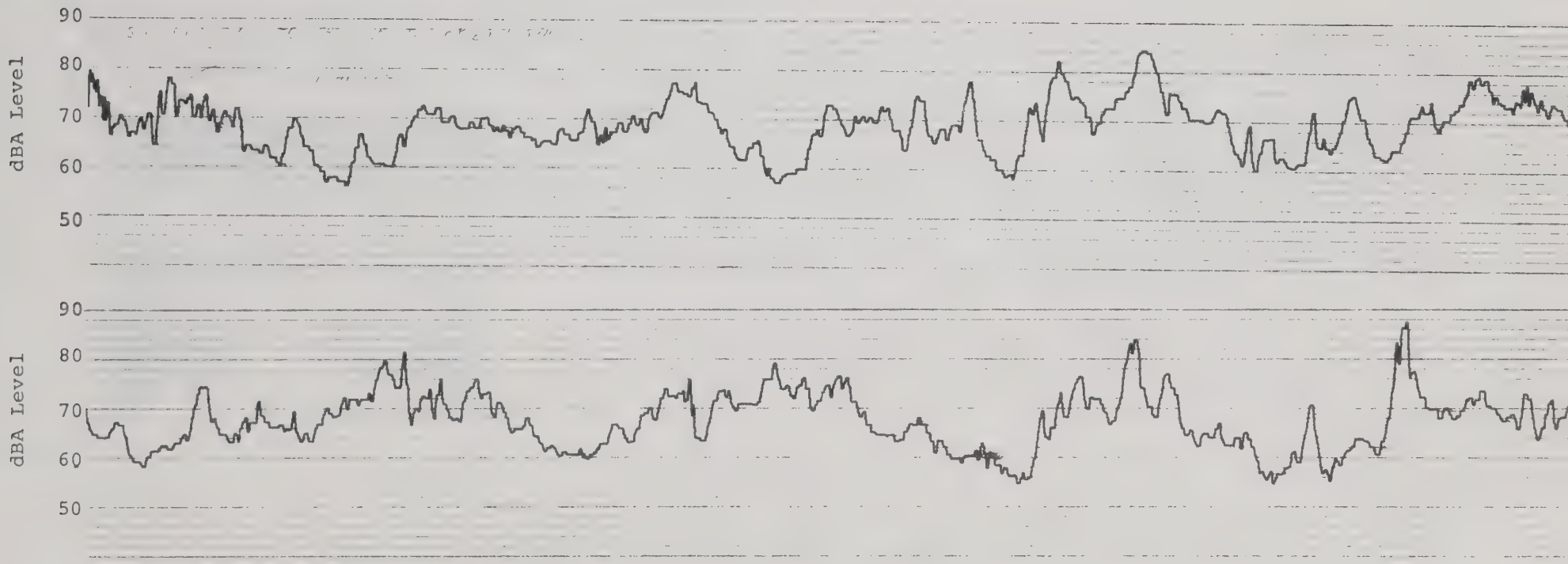


Time:	Day	Night
L_{max} =	76.0	
L_{10} =	75.8	
L_{50} =	69.3	
L_{90} =	61.5	
L_{eq} =	72.4	
VPH		
% Trucks		

Site Number and Location

Site #69

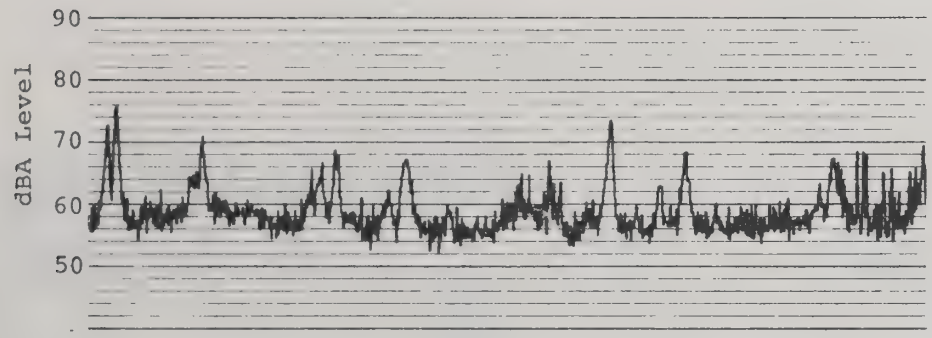
Gonzalez-Ventura



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Time:	6:34 p.m. (Day)
L_{max}	76
L_{10}	64.3
L_{50}	58.8
L_{90}	55.8
L_{eq}	61.7
VPH	36
% trucks	0



Site Number & Location

Site # 70

Bevra and Pamela

10 feet southeast of Bevra and Pamela.

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Time: 8:57 a.m. (Day)

L_{max} 82

L_{10} 72.8

L_{50} 57.0

L_{90} 49.3

L_{eq} 67.9

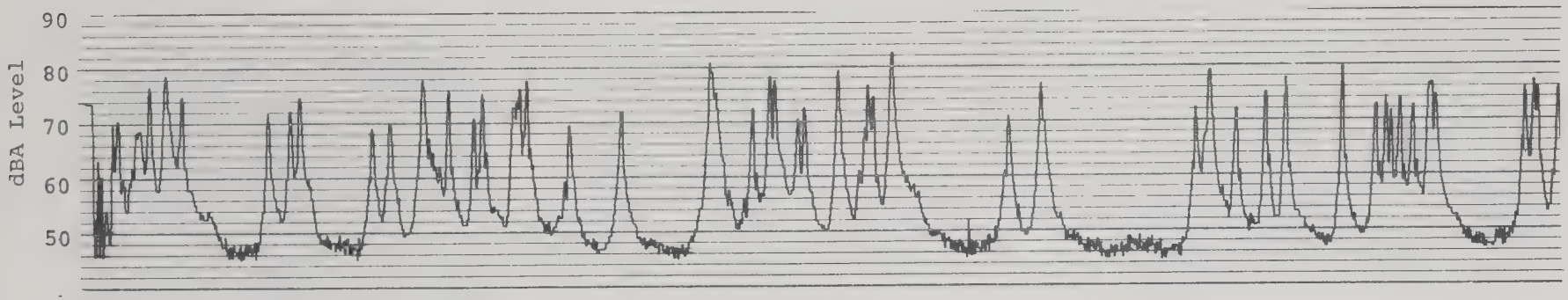
VPH 216

% trucks 0

Site Number & Location

Site # 71

Gonzales Road between Ventura and Victoria.



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CONSULTING ACOUSTICAL ENGINEERS

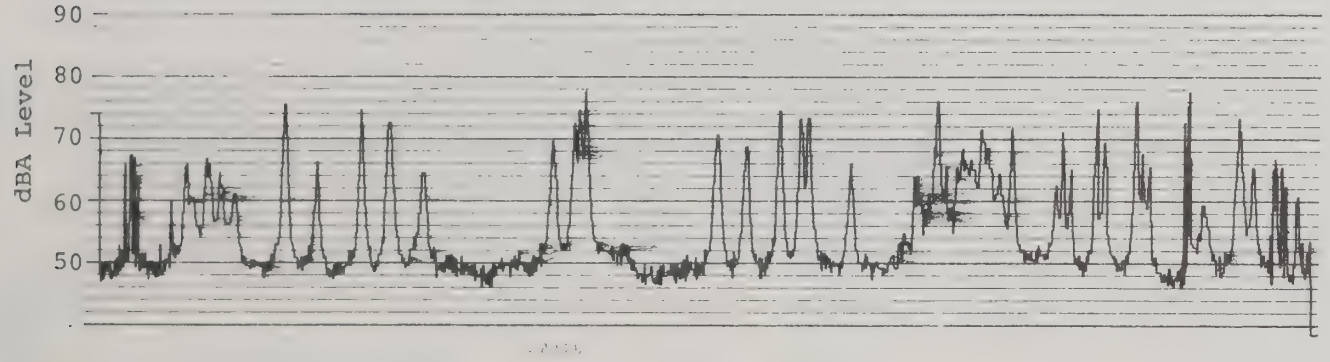


Time:	9:18 a.m. (Day)
L_{max}	78
L_{10}	69.8
L_{50}	57.3
L_{90}	52.8
L_{eq}	65.5
VPH	180
% trucks	0

Site Number & Location

Site # 72

Gonzales Road and Victoria
(50 feet from centerline near traffic lane of Gonzales.)



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CONSULTING ACOUSTICAL ENGINEERS

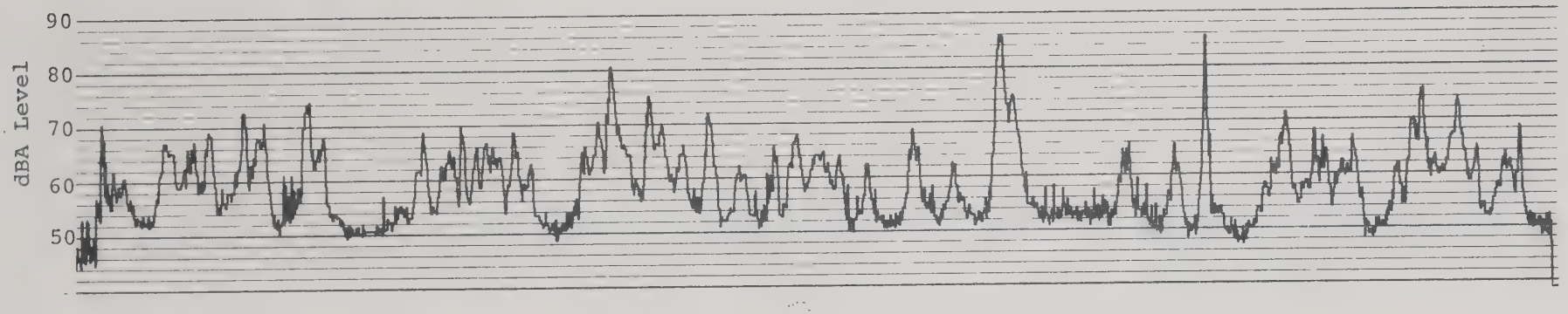


Time:	5:45	(Day)
L_{max}	86	
L_{10}	67.3	
L_{50}	58.0	
L_{90}	51.5	
L_{eq}	66.1	
VPH	324	
% trucks	0	

Site Number & Location

Site # 73

Victoria and Doris
(30 feet from centerline of near traffic lanes on southwest corner).



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Time: 6:08 p.m. (Day)

L_{max} 87

L_{10} 66.8

L_{50} 54.3

L_{90} 50.3

L_{eq} 63.9

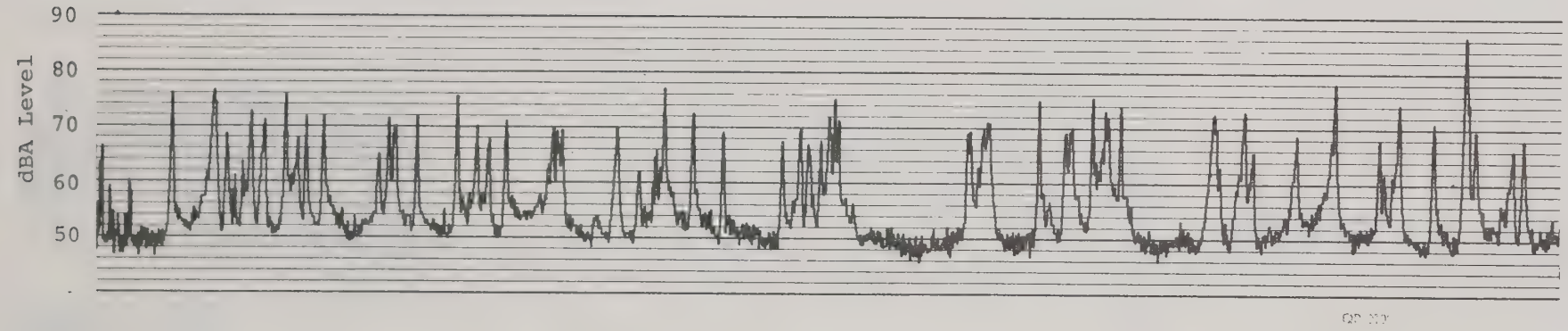
VPH 12 Patterson
228 Doris

% trucks 0

Site Number & Location

Site # 74

Doris and Patterson
(50 feet from centerline of near traffic lane, northwest corner.)



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CONSULTING ACOUSTICAL ENGINEERS



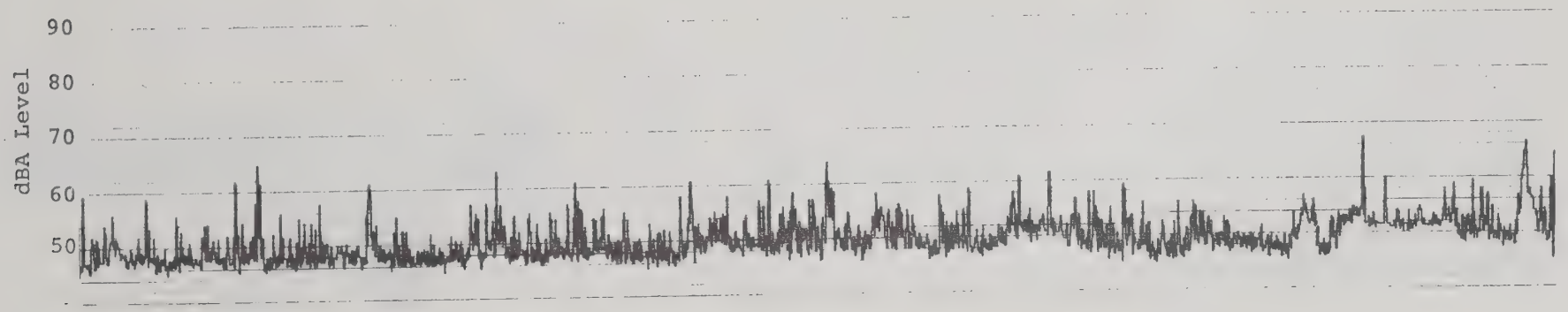
Time: 9:48 a.m. (Day)

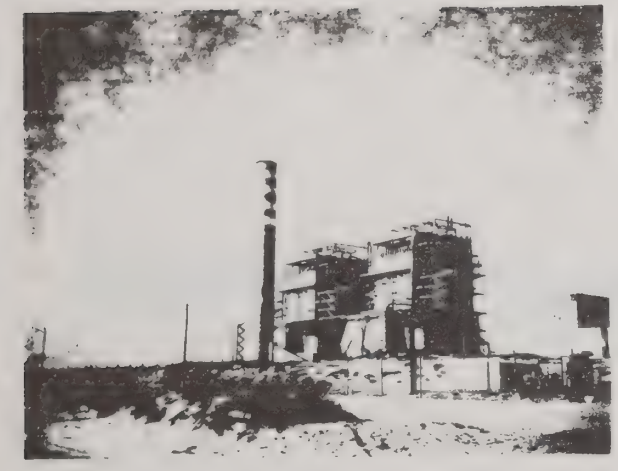
L_{max}	67
L_{10}	63.0
L_{50}	55.0
L_{90}	50.5
L_{eq}	59.9
VPH	0
% trucks	0

Site Number & Location

Site # 75

McGrath State Beach Park, Campsite #127





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Time:	10:18 a.m. (Day)
L_{max}	79
L_{10}	64.0
L_{50}	62.0
L_{90}	60.5
L_{eq}	63.5
VPH	0
% trucks	0

Site Number & Location

Site # 76

Between Doris and Fifth Streets off end of Beach Road, 350 feet west of Plant.



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Time: 10:42 a.m. (Day)

L_{max} 66.0

L_{10} 63.0

L_{50} 59.3

L_{90} 55.3

L_{eq} 60.4

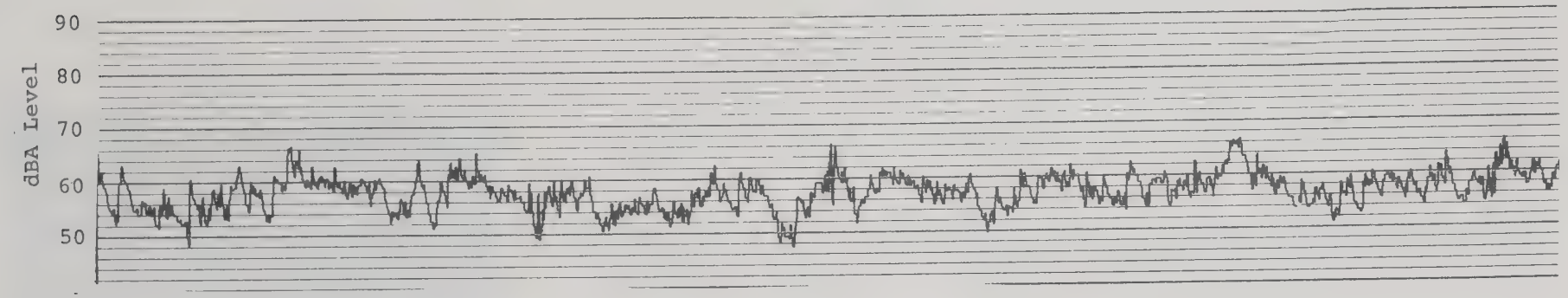
VPH 84

% trucks 0

Site Number & Location

Site # 77

Fifth Street West and Mandalay Beach Rd.
(Even with north and west curb lines
of Fifth and Beach Rd.)





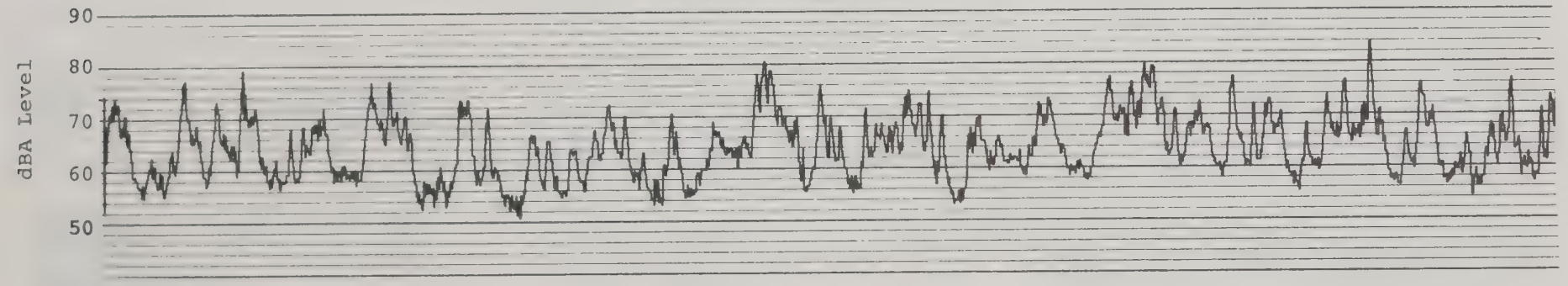
HILLIARD & BRICKEN
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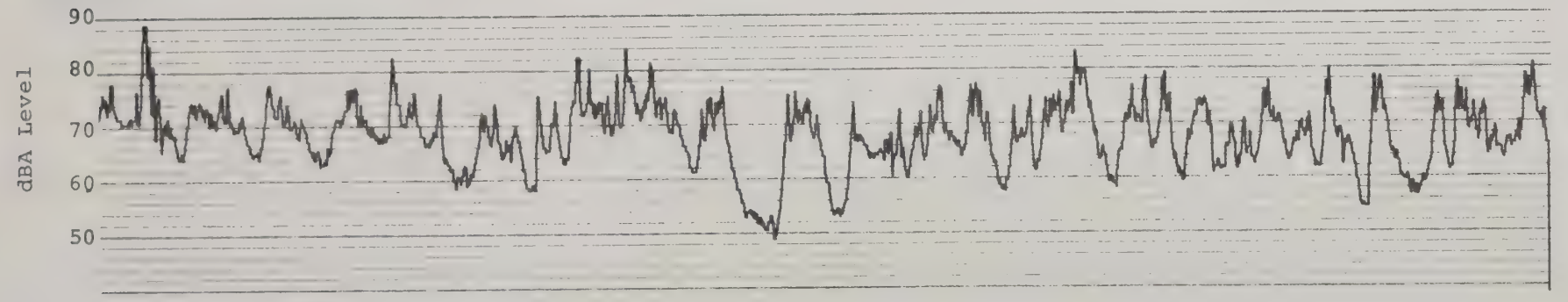
Time:	Day 9:51	Night 10:12
L_{max} =	84	89
L_{10} =	71.8	74.0
L_{50} =	64.3	68.5
L_{90} =	57.3	59.8
L_{eq} =	67.9	70.7
VPH	1140	204 Harbor 72 Fifth St.
% Trucks	1.05	5.9 Harbor

Site Number and Location

Site # 78

Fifth Street and Harbor Blvd.
(50 feet north and 50 feet east of centerline of near traffic lanes.)





QP 0102

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Time: 5:19 (Day)

L_{max} 75

L_{10} 51.8

L_{50} 49.3

L_{90} 47.8

L_{eq} 55.5

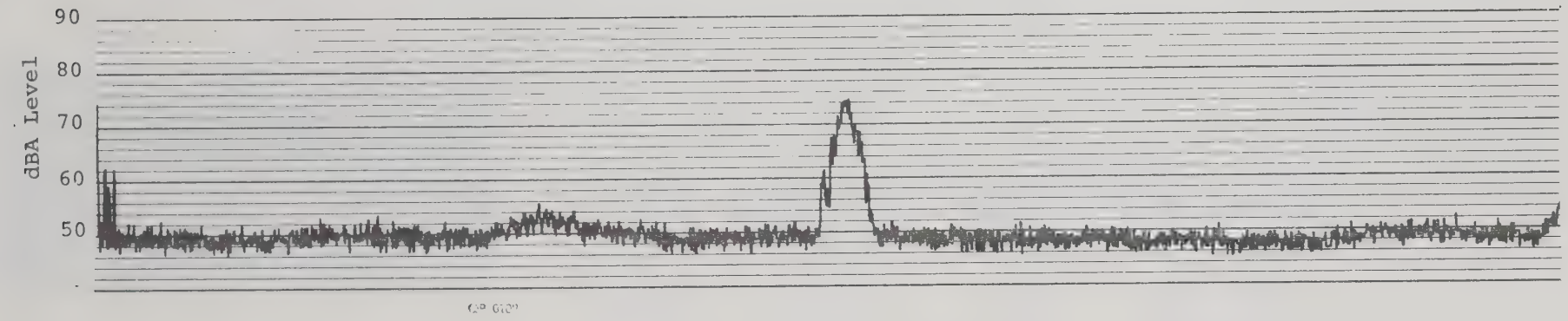
VPH No count

% trucks No count

Site Number & Location

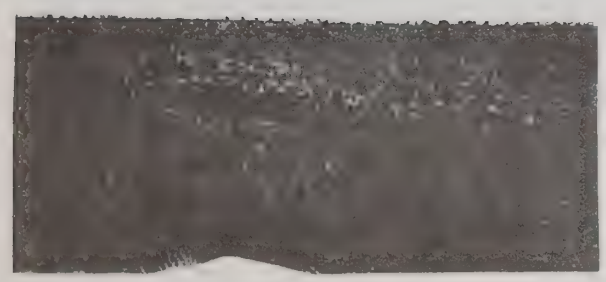
Site # 79

Teal and Victoria, southwest corner of plant.



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Time:	Day 8:45	Night 10:45
L_{max} =	80	80
L_{10} =	67.8	75.5
L_{50} =	58.0	64.8
L_{90} =	47.5	55.8
L_{eq} =	63.7	70.8
VPH	432	180
% Trucks	0	0

Site Number and Location

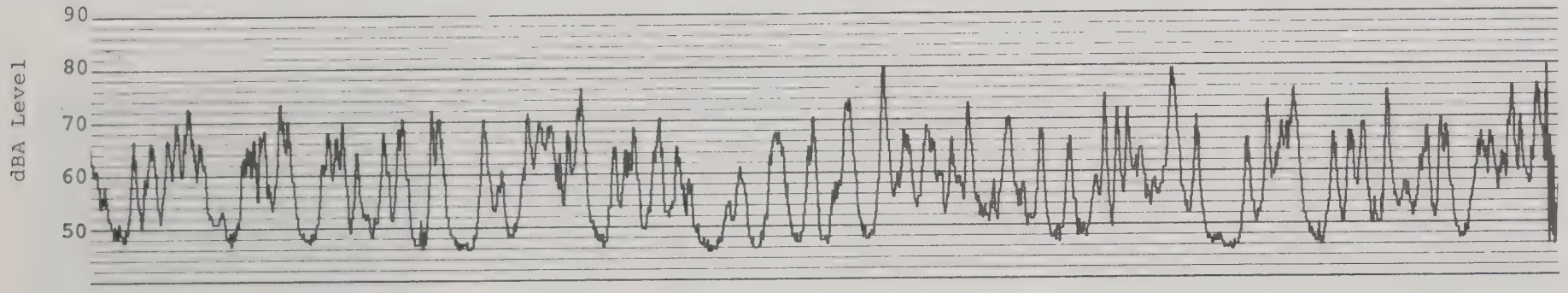
Site Number 79A

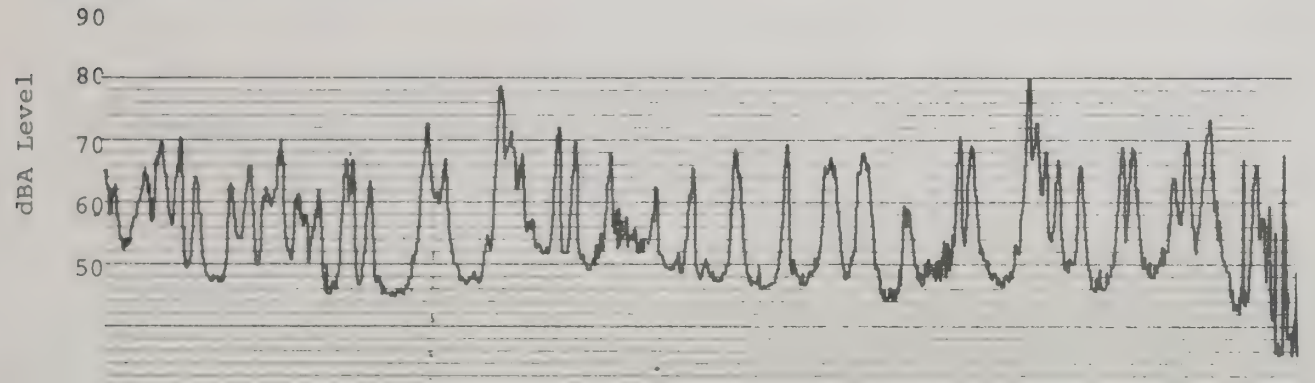
Victoria and Wooley

(50 feet south and east of centerline of near traffic lanes.

36 Wooley

Victoria Night: Curbline of Wooley 70 feet from curb line of Victoria on the southeast corner.





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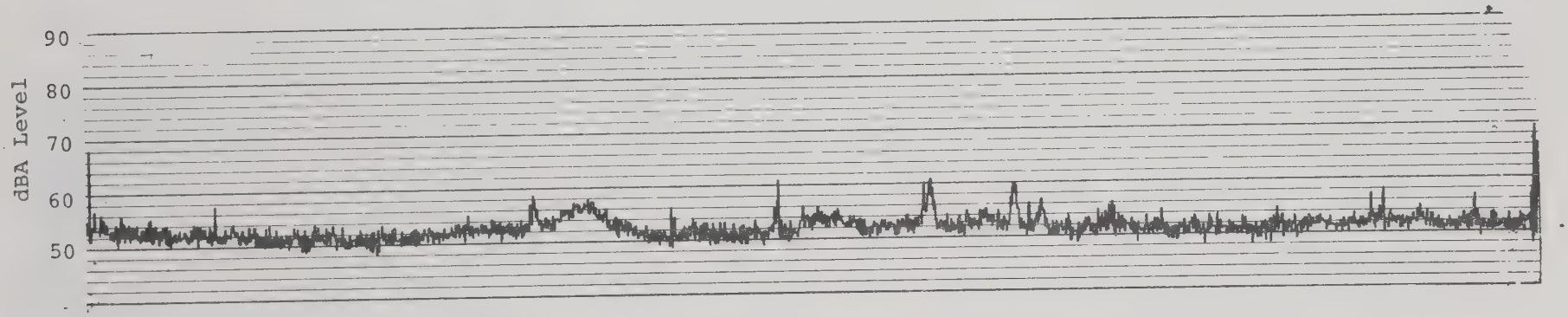


Time:	10:18 a.m. (Day)
L_{max}	61
L_{10}	54.0
L_{50}	51.8
L_{90}	50.5
L_{eq}	52.2
VPH	12
% trucks	0

Site Number & Location

Site # 80

Center of Dolphin Way, east of Beach Road. 50 feet north of centerline.



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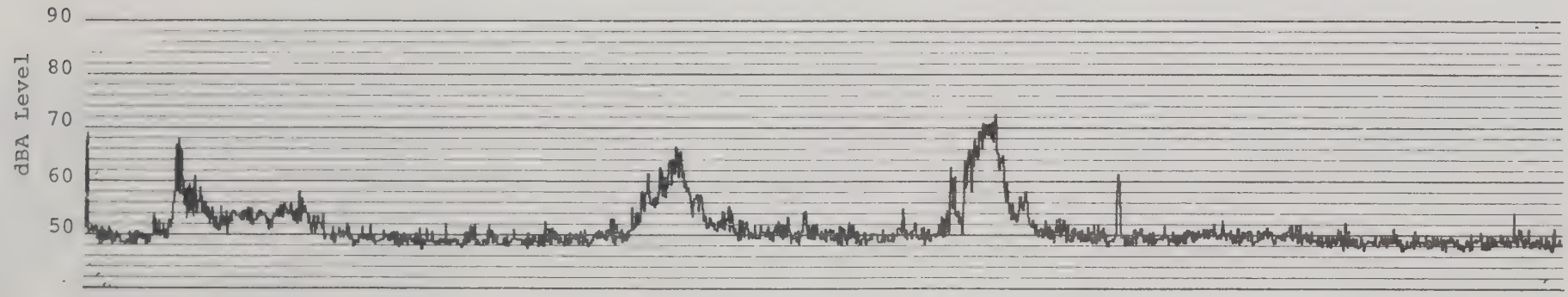


Time:	9:25 a.m. (Day)
L_{max}	73
L_{10}	56.3
L_{50}	49.0
L_{90}	47.5
L_{eq}	55.0
VPH	0
% trucks	0

Site Number & Location

Site # 81

West end of Wooley, four feet east of Canal.



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Time: 7:52 a.m. (Day)

L_{max} 63

L_{10} 53.8

L_{50} 50.0

L_{90} 49.0

L_{eq} 51.3

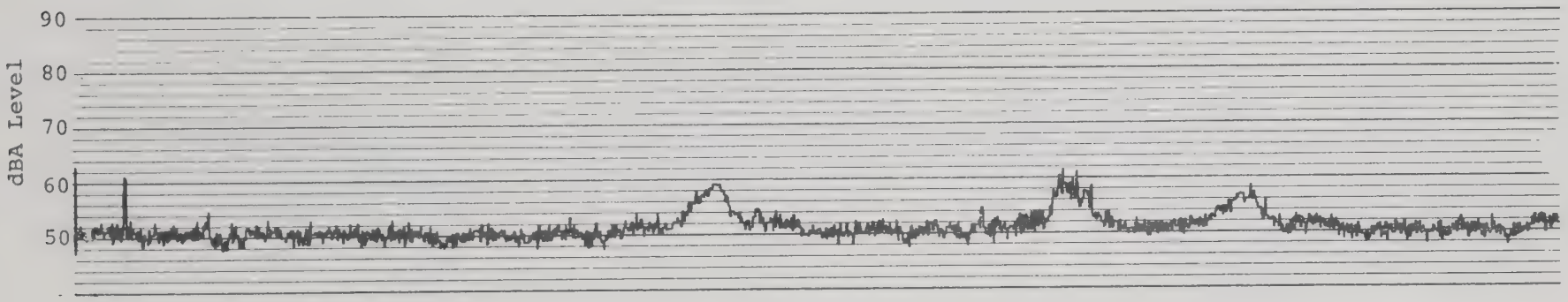
VPH no car count

% trucks no count

Site Number & Location

Site #82

Jamestown Lane and Meridian Way



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Time: 9:08 a.m. (Day)

L_{max} 82

L_{10} 70.3

L_{50} 50.3

L_{90} 46.8

L_{eq} 66.9

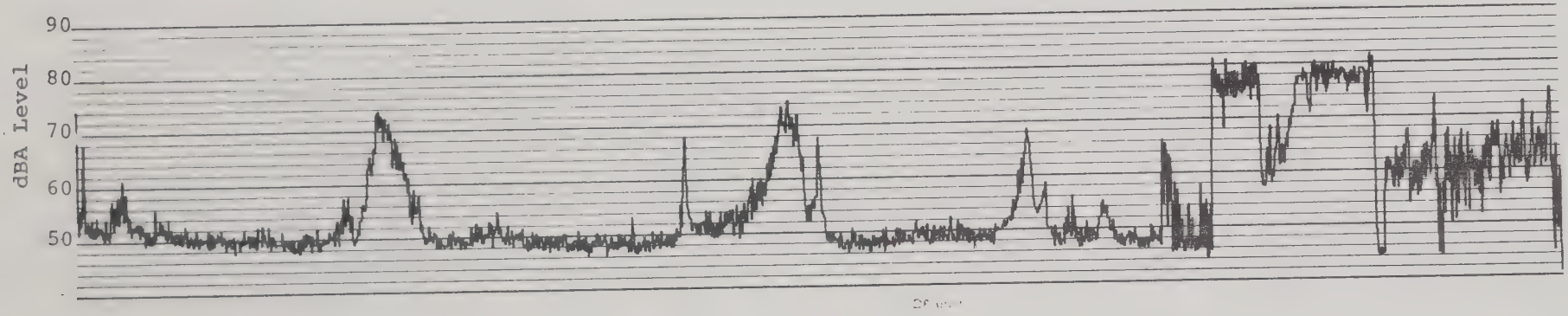
VPH 0

% trucks 0

Site Number & Location

Site #83

50 feet south of centerline of near traffic lane on Wooley. (Half way between Victoria and the west end of Wooley, east of Canal.



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Time: 4:54 p.m. (Day)

L_{max} 81

L_{10} 70.5

L_{50} 64.3

L_{90} 57.8

L_{eq} 66.8

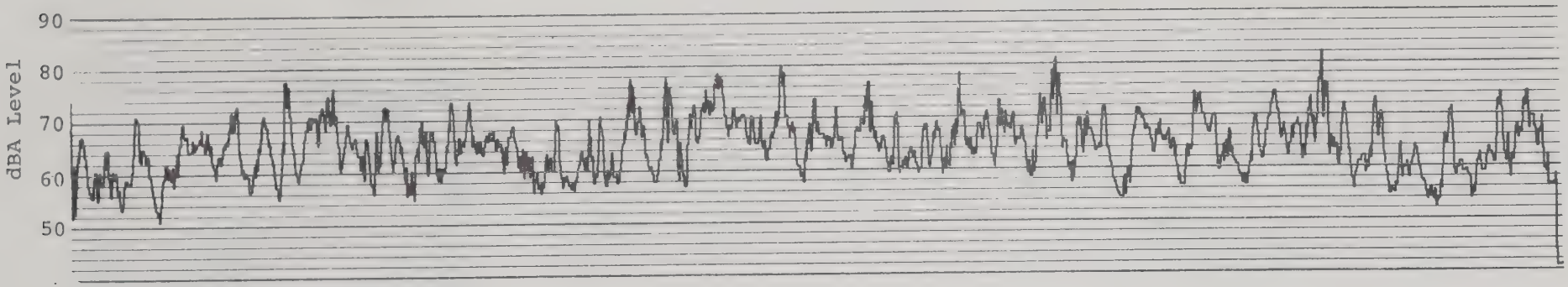
VPH 1200

% trucks 0

Site Number & Location

Site # 84

Fifth Street and Victoria.
(50 feet north and east of Fifth Street West and Victoria. 50 feet from centerline of near travel lanes._



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Time: 2:09 p.m. (Day)

L_{max} 85

L_{10} 57.8

L_{50} 50.0

L_{90} 46.8

L_{eq} 55.0

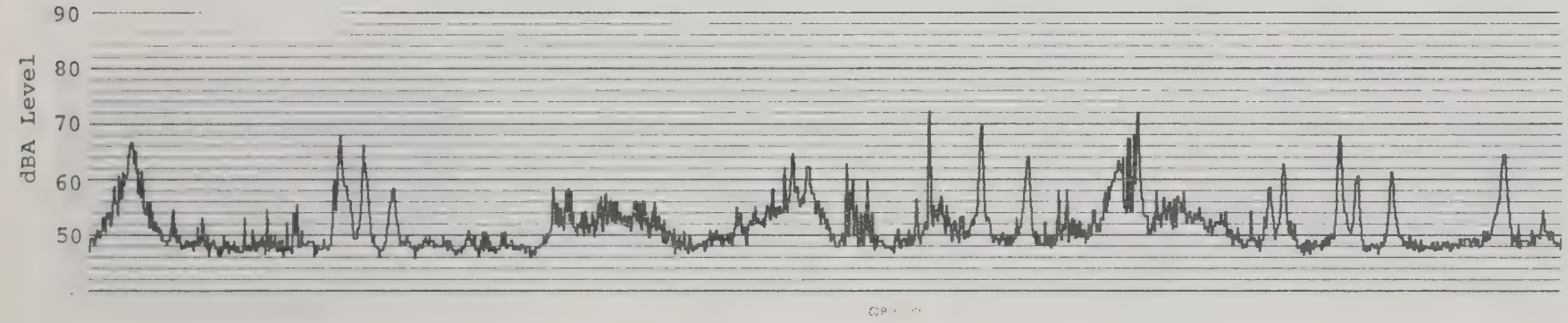
VPH 12

% trucks 0

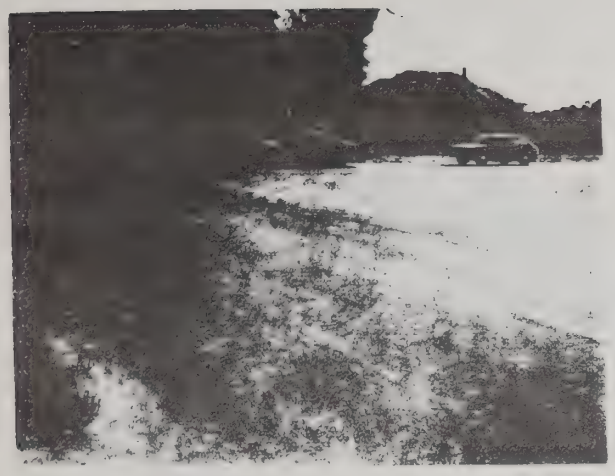
Site Number & Location

Site # 85

Offshore Street north of Taffrail.
(3 feet west of west Offshore curb.)



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CONSULTING ACOUSTICAL ENGINEERS



Time: 3:33 p.m. (Day)

L_{max} 82

L_{10} 65.3

L_{50} 58.0

L_{90} 52.5

L_{eq} 63.3

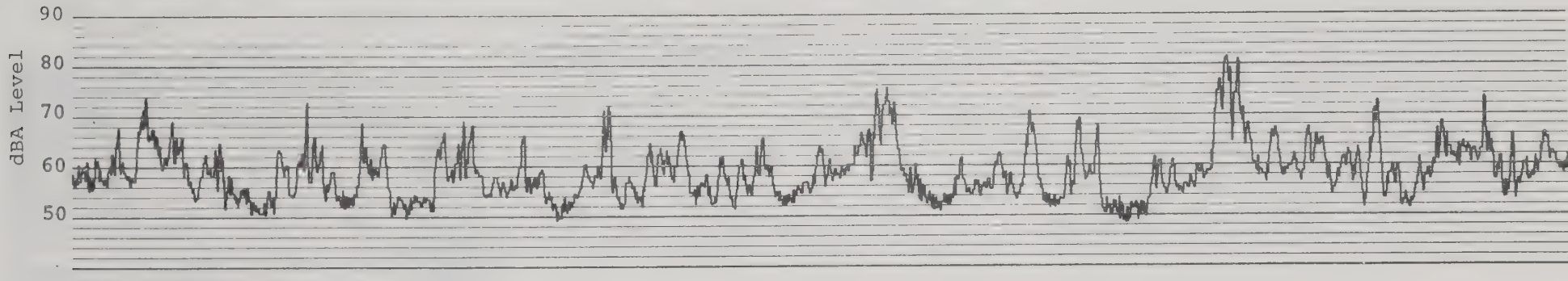
VPH 492

% trucks 4.9

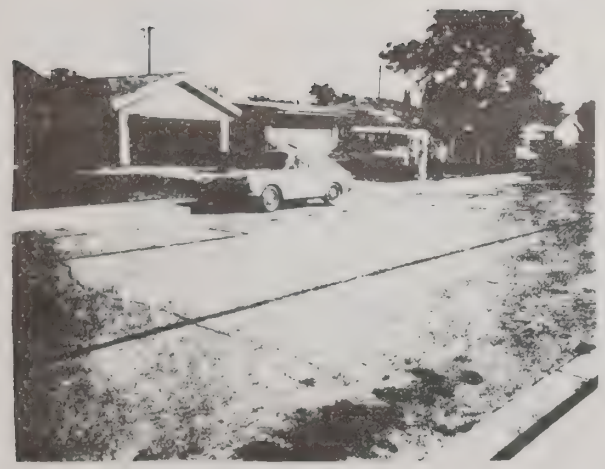
Site Number & Location

Site # 86

Patterson and Wooley
(50 feet north of near travel lanes
of Patterson and Wooley.)



HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS



Time: 3:09 p.m. (Day)

L_{max} 72

L_{10} 59.0

L_{50} 54.5

L_{90} 52.0

L_{eq} 57.2

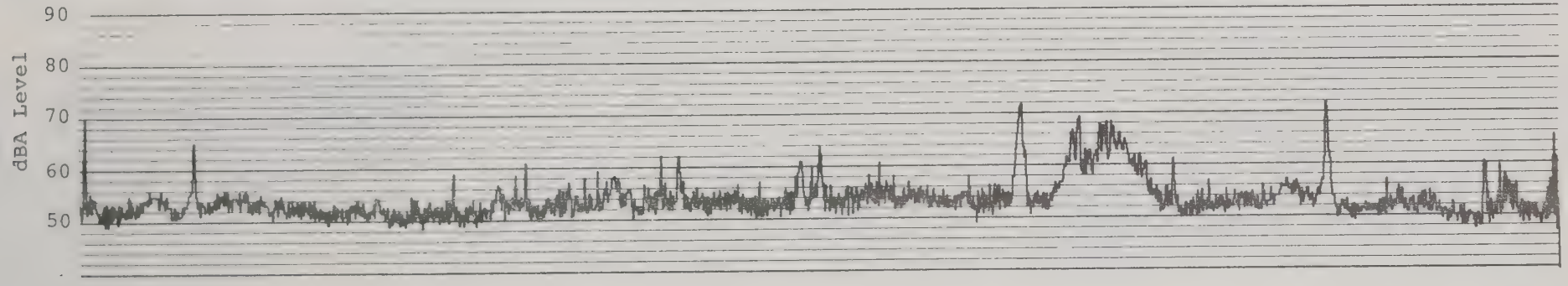
VPH 0

% trucks 0

Site Number & Location

Site # 87

Rialto north of Wooley
(3 feet west of west curb of Rialto, mid-block north of Wooley.)



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CONSULTING ACOUSTICAL ENGINEERS



Time: 1:21 p.m. (Day)

L_{max} 83

L_{10} 73.5

L_{50} 68.0

L_{90} 60.3

L_{eq} 70.0

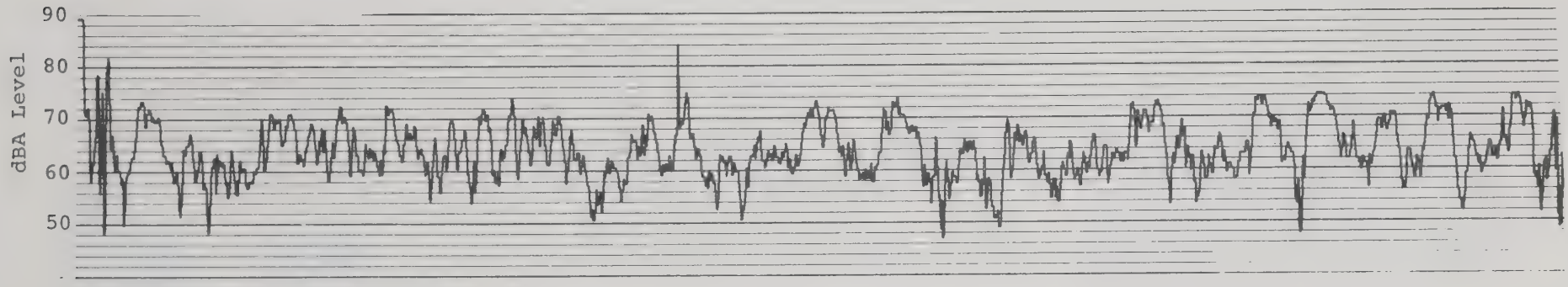
VPH 2196

% trucks 1.09%

Site Number & Location

Site # 88

West Fifth Street and Ventura Blvd.
(40 feet southeast of centerline of near travel lanes.)



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Time: 3:42 p.m. (Day)

L_{max} 90

L_{10} 62.3

L_{50} 51.8

L_{90} 47.5

L_{eq} 62.9

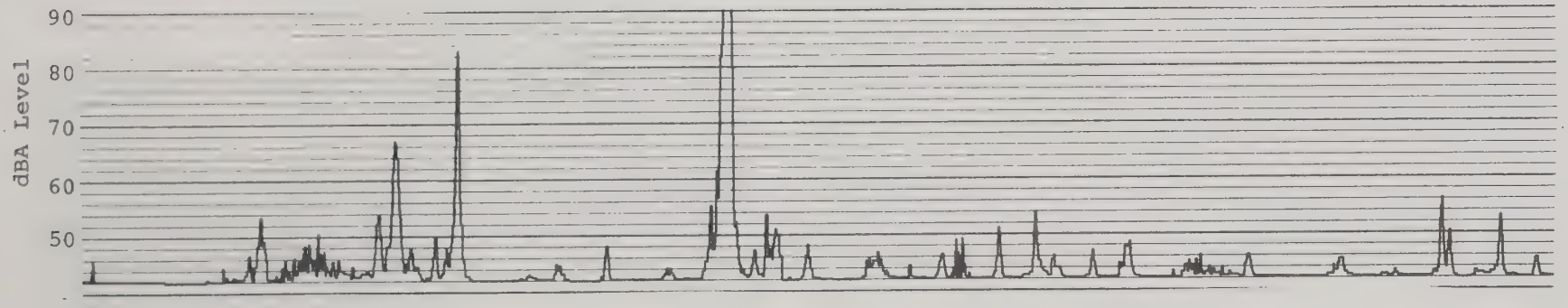
VPH 60

% trucks 0

Site Number & Location

K Street north of Fifth Street

(8 feet east of east curb of K Street, north of Oxnard High School.)





HILLIARD & BRICKEN

Consulting Acoustical Engineers

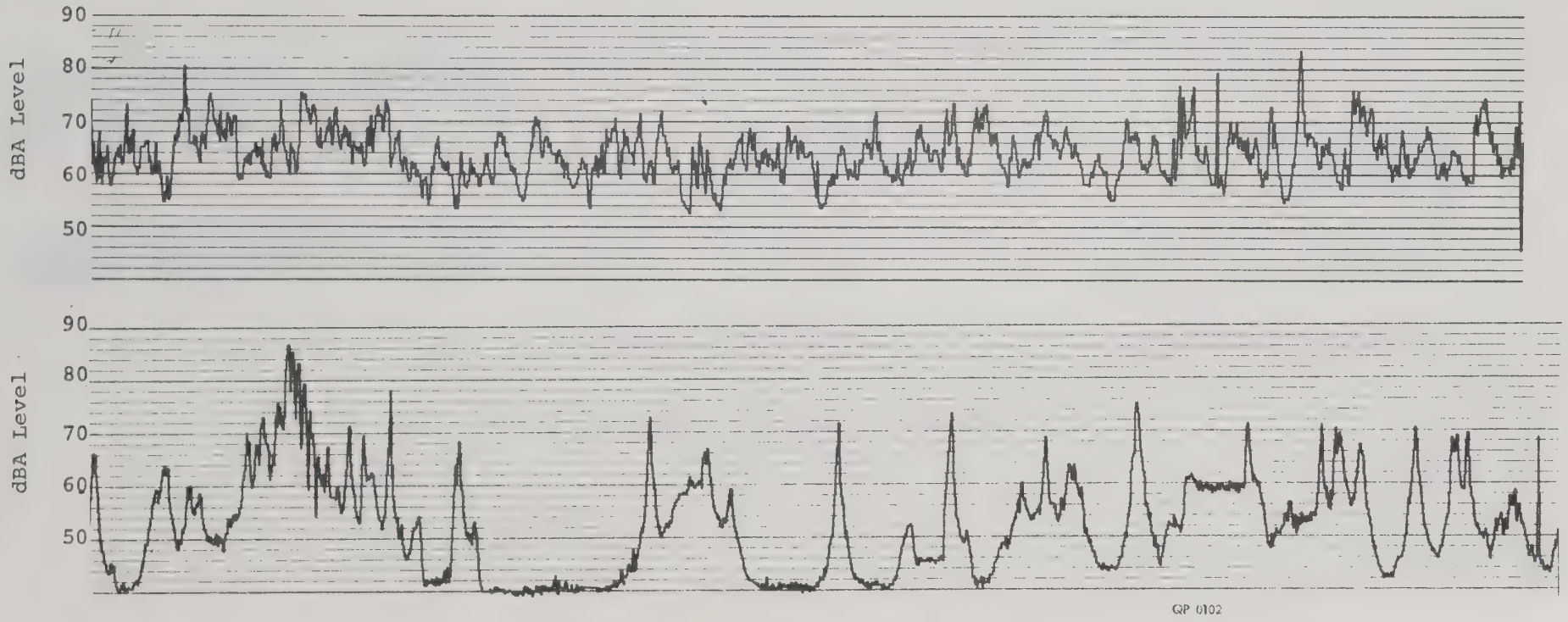
Time:	Day	4:28 p.m.	Night	12:50 a.m.
L_{max} =		84		87
L_{10} =		70.5		66.0
L_{50} =		64.5		52.8
L_{90} =		59.8		41.8
L_{eq} =		67.0		64.3
VPH		1704		72 Fifth 24 "H"
% Trucks		0		16.7 Fifth

Site Number and Location

Site # 89

H Street and Fifth Street

(50 feet northeast of centerline near travel lanes of H and Fifth Streets.)



QP 0102

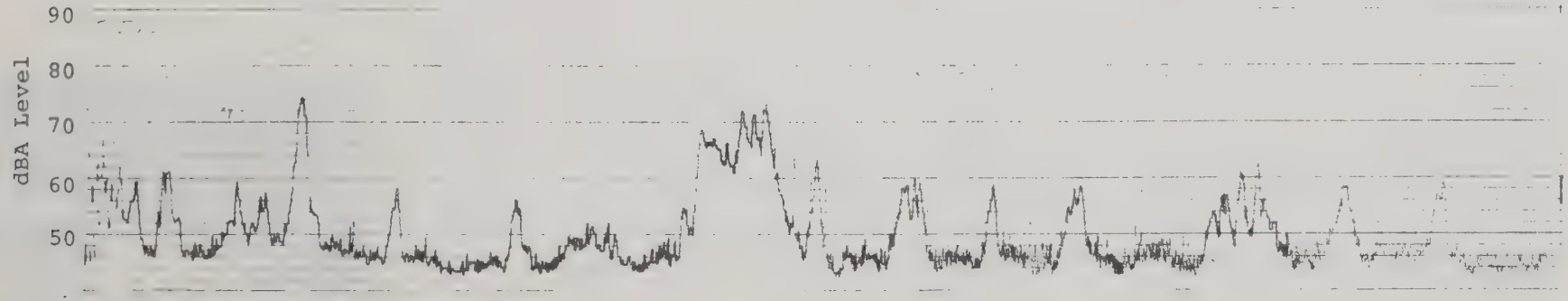
HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS



Time:	9:20 AM (Day)
L_{max}	74.0
L_{10}	64.5
L_{50}	56.3
L_{90}	50.5
L_{eq}	62.1
VPH	72
% trucks	0

Site Number & Location

Site # 90
Second Street and K Street



HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS



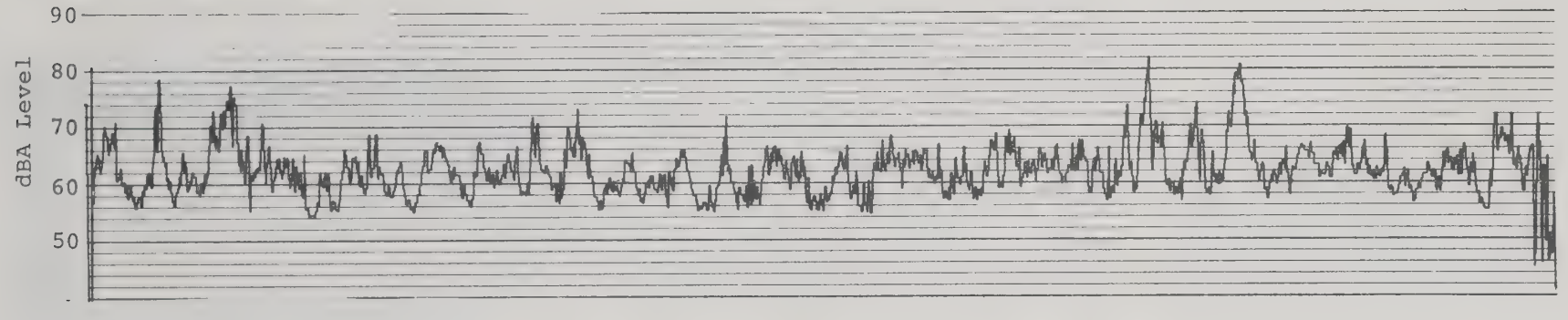
Time:	4:06 PM (Day)
L_{max}	82.0
L_{10}	70.5
L_{50}	63.8
L_{90}	59.0
L_{eq}	67.5
VPH	1368
% trucks	21%

Site Number & Location

Site #91

Third Street and C Street

50 feet west, 50 feet north of center line of near travel lanes of Third Street and C Street



HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS



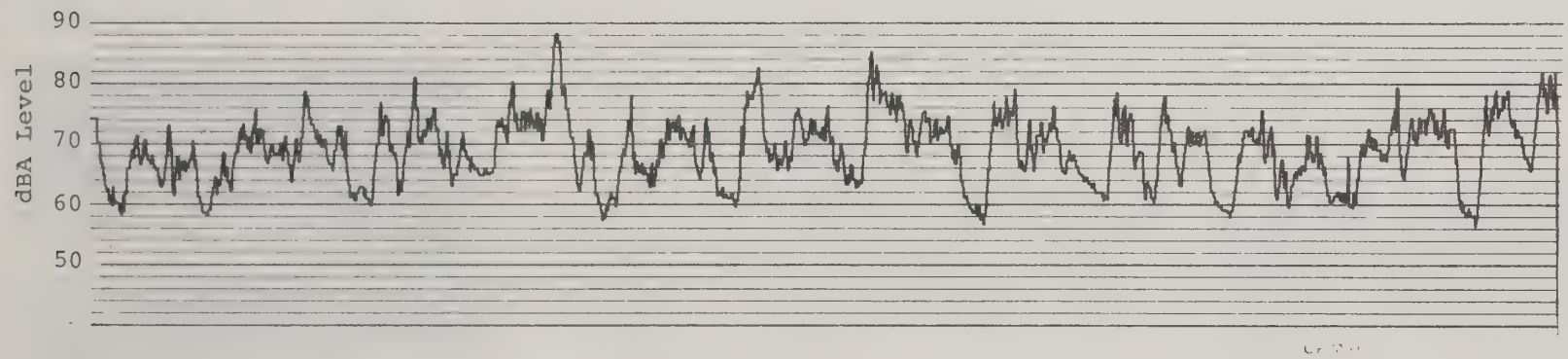
Time:	6:40 PM (Day)
L_{max}	88.0
L_{10}	75.8
L_{50}	69.3
L_{90}	61.5
L_{eq}	72.5
VPH	1032
% trucks	2.32

Site Number & Location

Site # 92

Third Street and Oxnard Blvd.

50 feet from center line of near travel lane of Oxnard Blvd. directly across from Third Street, north of bridge



HILLIARD & BRICKEN

Consulting Acoustical Engineers

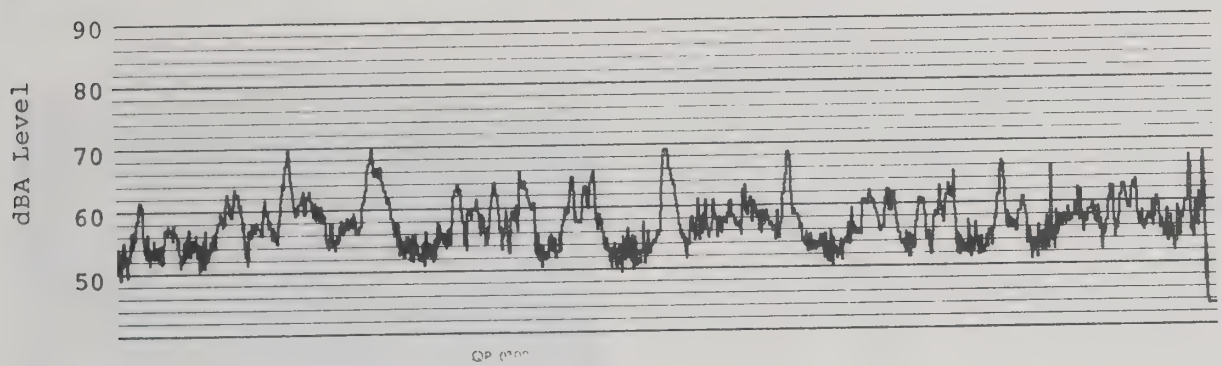


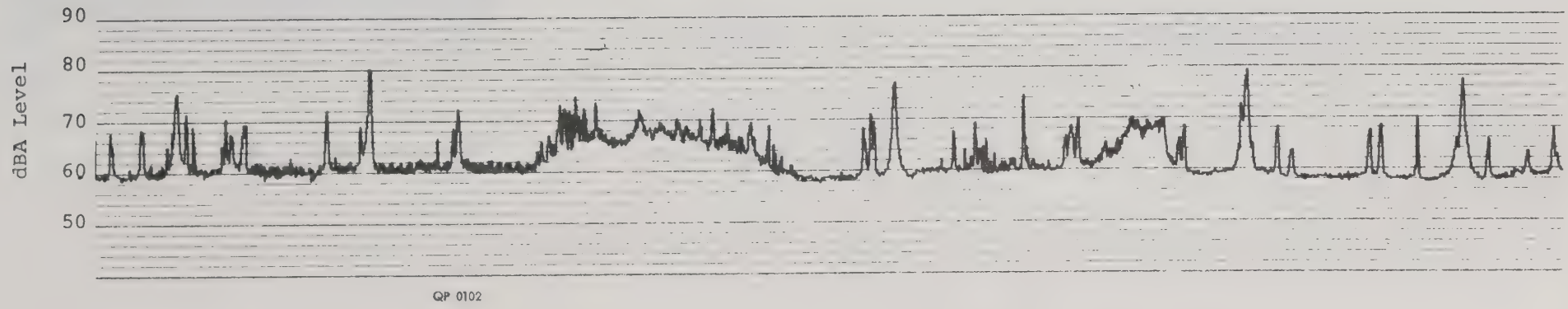
Time:	Day 6:15 PM	Night
L_{max} =	70.0	
L_{10} =	62.5	
L_{50} =	57.0	
L_{90} =	51.3	
L_{eq} =	59.3	
VPH	108 Doris 120 A Street	
% Trucks	0	

Site Number and Location

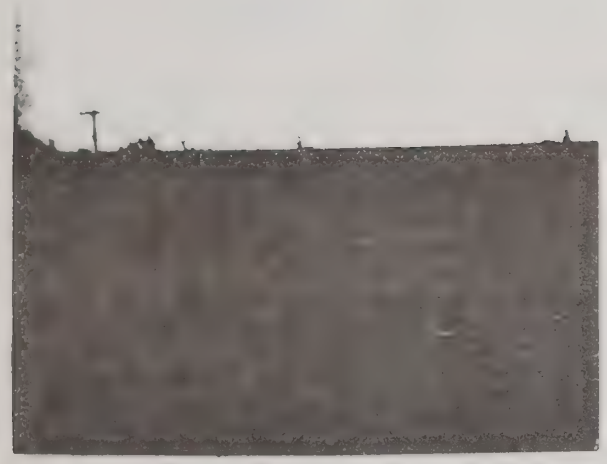
Site #93

50 feet from center line of near travel lane of Doris Avenue and A Street





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CONSULTING ACOUSTICAL ENGINEERS

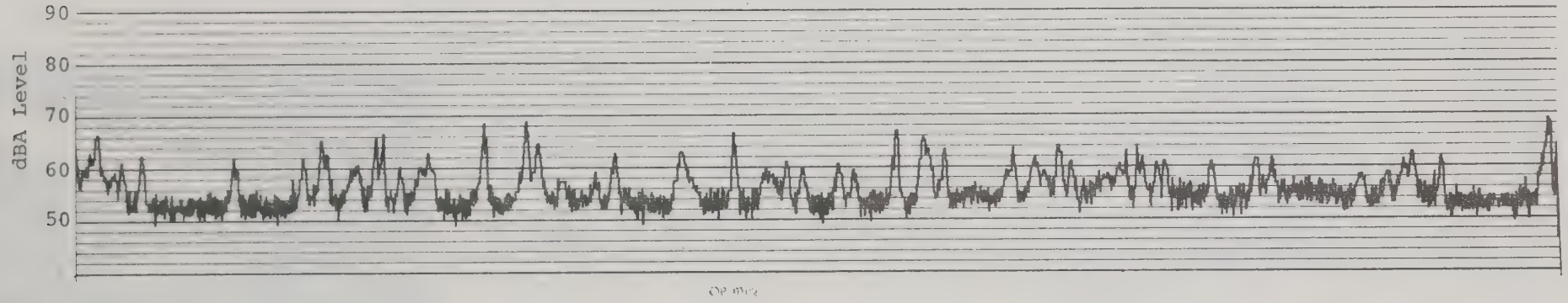


Time:	7:35 PM	(Day)
L_{max}	69.0	
L_{10}	61.3	
L_{50}	56.3	
L_{90}	53.5	
L_{eq}	58.2	
VPH	168	
% trucks	0	

Site Number & Location

Site #94

50 feet from center line of near travel lane of Cooper Street between Juanita Avenue and Anita Avenue



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Time: 7:10 PM (Day)

L_{max} 91.0

L_{10} 75.5

L_{50} 65.0

L_{90} 62.8

L_{eq} 71.7

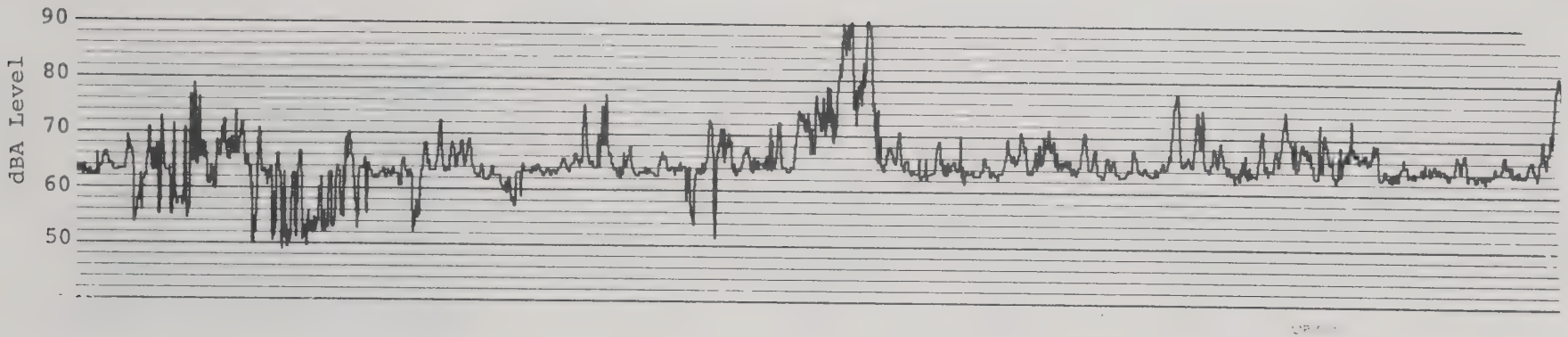
VPH 216 Third Street
24 Wilson

% trucks 6 Wilson only

Site Number & Location

Site #94-A

50 feet from center line of near travel lane of E. Third Street, 20 feet from center line of near travel lane of Wilson Avenue across from Union Ice (east corner)



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Consulting Acoustical Engineers

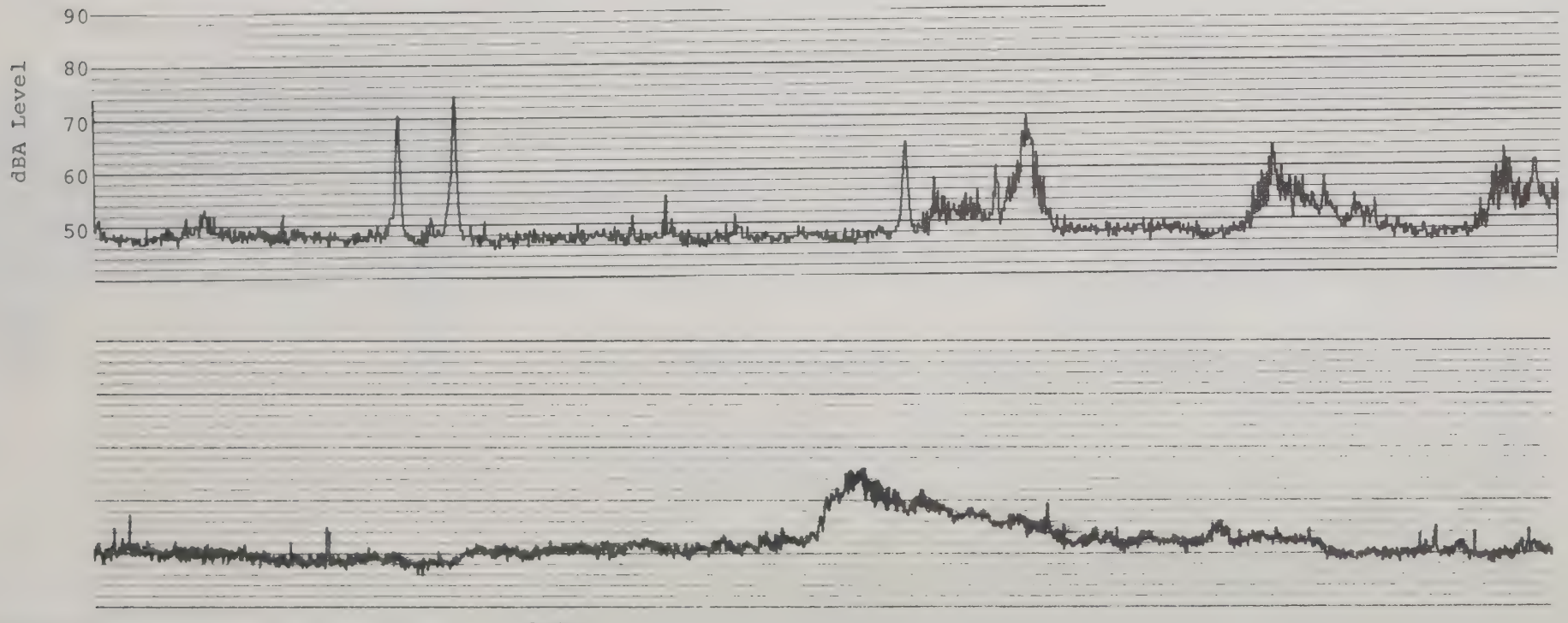


Time:	Day 12:07PM	Night 2:15 AM
L_{max} =	74.0	
L_{10} =	54.0	49.0
L_{50} =	47.5	42.0
L_{90} =	46.3	39.0
L_{eq} =	53.3	45.7
VPH	24	0
% Trucks	0	0

Site Number and Location

Site #95

Hazelwood Drive between F Street and C Street; 2 feet south of curbline



QP 0102

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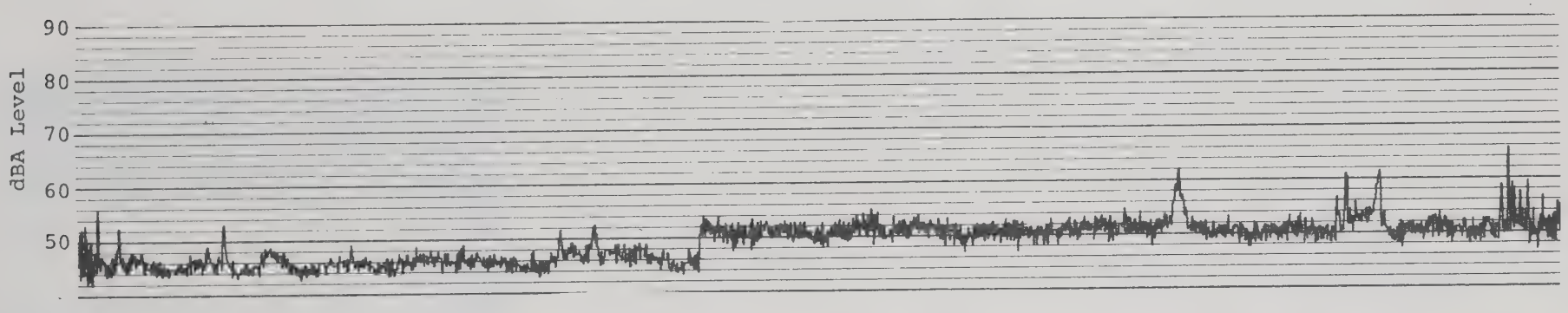


Time:	8:10 AM	(Day)
L_{max}	66.0	
L_{10}	57.3	
L_{50}	53.5	
L_{90}	47.8	
L_{eq}	55.8	
VPH	0	
% trucks	0	

Site Number & Location

Site #96

10 feet south and 10 feet east of curb lines of Huntswood Way and Lakehurst Street



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CONSULTING ACOUSTICAL ENGINEERS

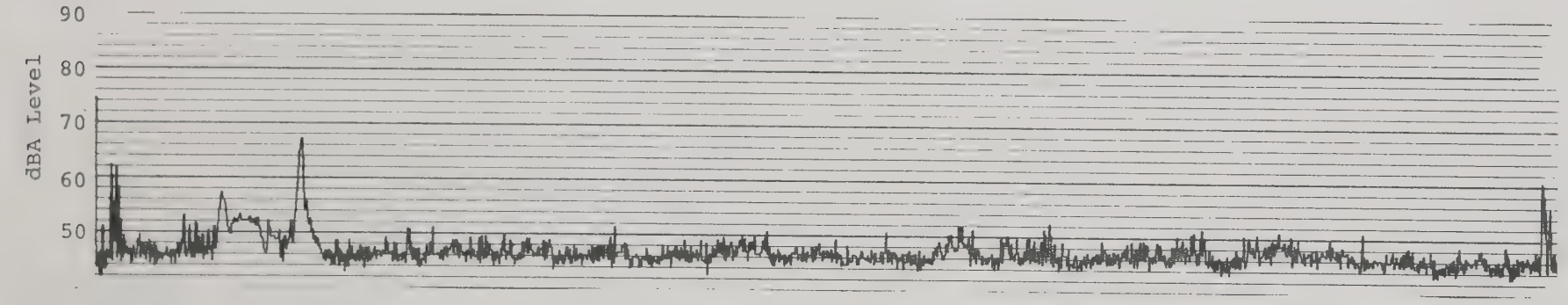


Time:	8:34 AM (Day)
L_{max}	67.0
L_{10}	54.0
L_{50}	50.5
L_{90}	48.0
L_{eq}	54.0
VPH	12
% trucks	0

Site Number & Location

Site #97

Gallatin Place opposite Cabrillo Way; 3 feet west of curb



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Time: 3:11 PM (Day)

L_{max} 64.0

L_{10} 49.5

L_{50} 47.0

L_{90} 45.8

L_{eq} 48.8

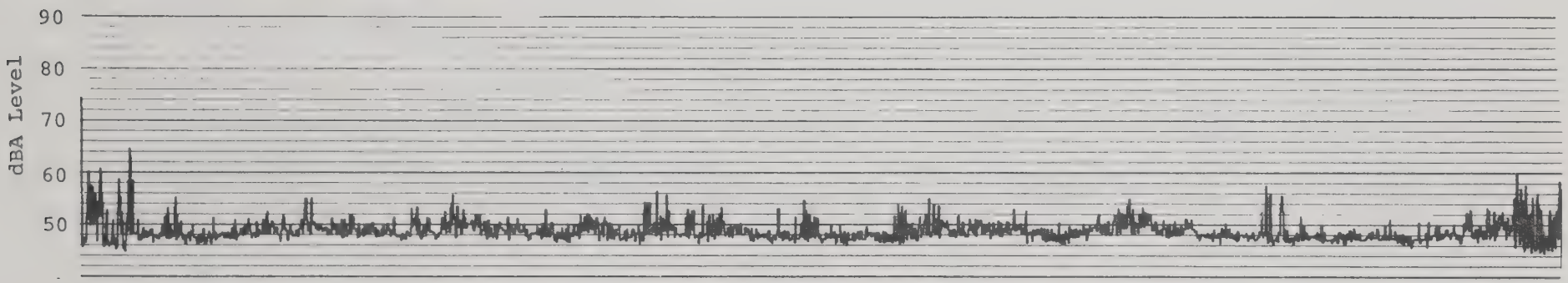
VPH 0

% trucks 0

Site Number & Location

Site #98

150 feet east of Offshore Street,
300 feet south of Via Marina Avenue



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Consulting Acoustical Engineers

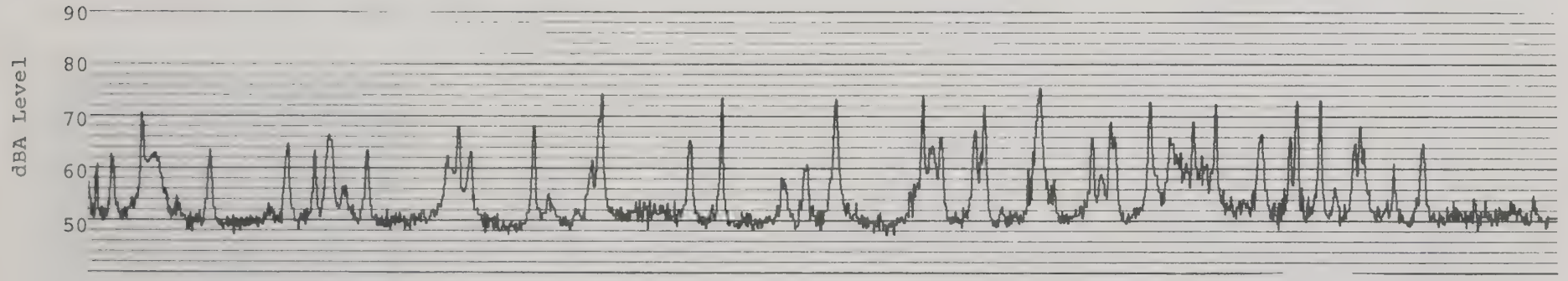


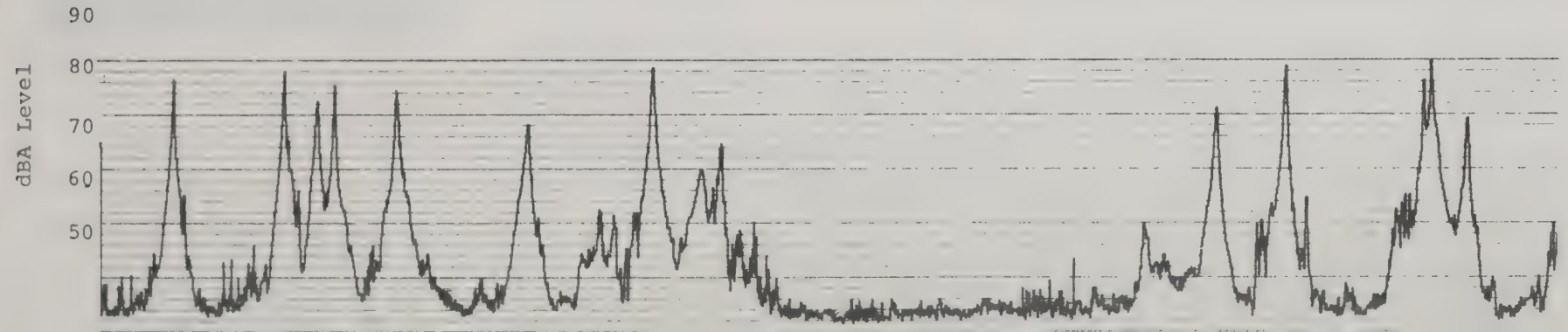
Time:	Day 4:23 PM	Night 11:00
L_{max} =	75.0	80
L_{10} =	63.0	57.5
L_{50} =	51.8	37.8
L_{90} =	48.8	33.0
L_{eq} =	59.1	56.4
VPH	144	32
% Trucks	0	0

Site Number and Location

Site #99

Hill Street, west of Woodland Street; 3 feet south of curbline of Hill Street on center line of Alturas Street





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CONSULTING ACOUSTICAL ENGINEERS



Time: 7:05 PM (Day)

L_{max} 70.0

L_{10} 57.5

L_{50} 52.5

L_{90} 56.0

L_{eq} 55.6

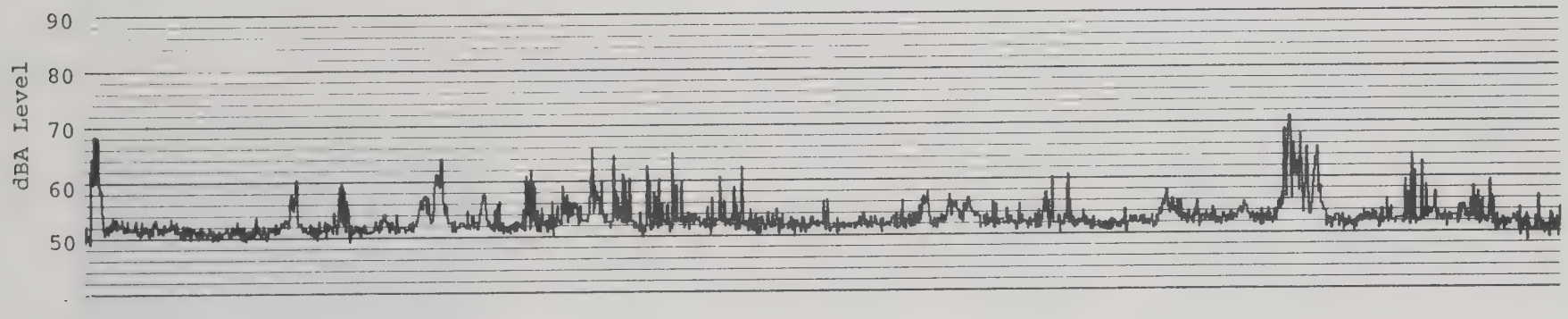
VPH 84

% trucks 0

Site Number & Location

Site #100

Ocean Drive and Channel Island Road; 50 feet west of center line of near travel lane of Channel Island Road





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Consulting Acoustical Engineers

Time:	Day 6:42 PM	Night 10:15 p.m.
L_{max} =	79.0	88.0
L_{10} =	69.0	74.5
L_{50} =	63.8	64.0
L_{90} =	57.8	52.5
L_{eq} =	65.5	70.0
VPH	960	180
% Trucks	0	0

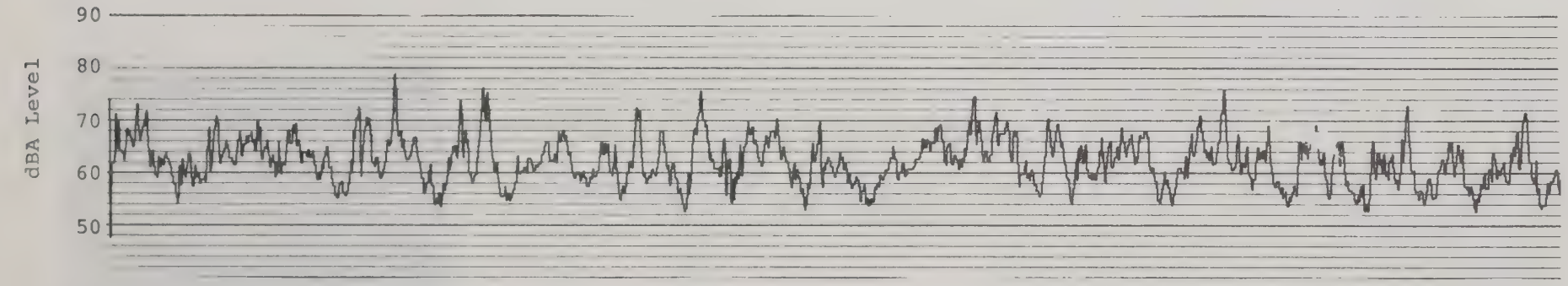
Site Number and Location

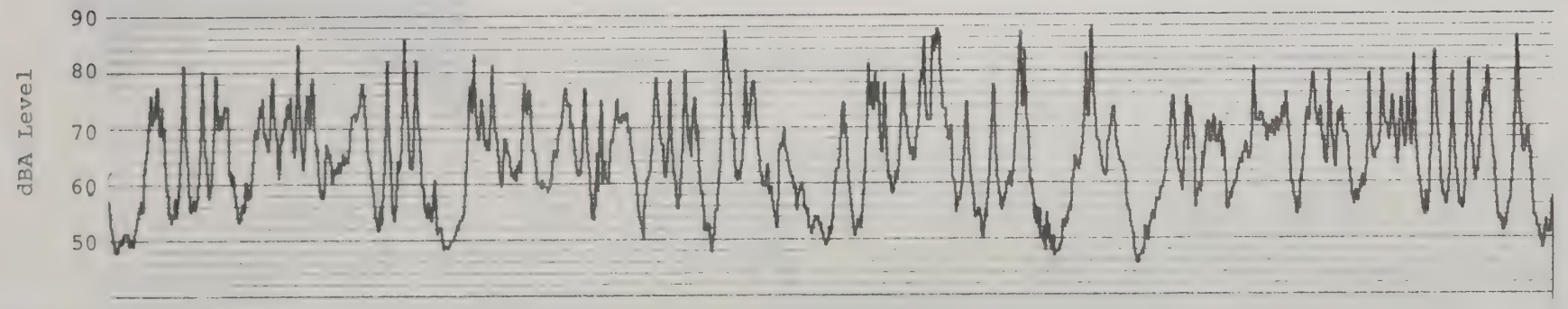
Site #101

Channel Islands Road and Harbor Boulevard

50 feet southwest and 50 feet southeast of center line of near travel lanes

Night: 4 feet from curb of Harbor - just past Channel Islands.





QP 0102

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Time: 6:15 PM (Day)

L_{max} 65.0

L_{10} 54.5

L_{50} 50.3

L_{90} 48.8

L_{eq} 52.5

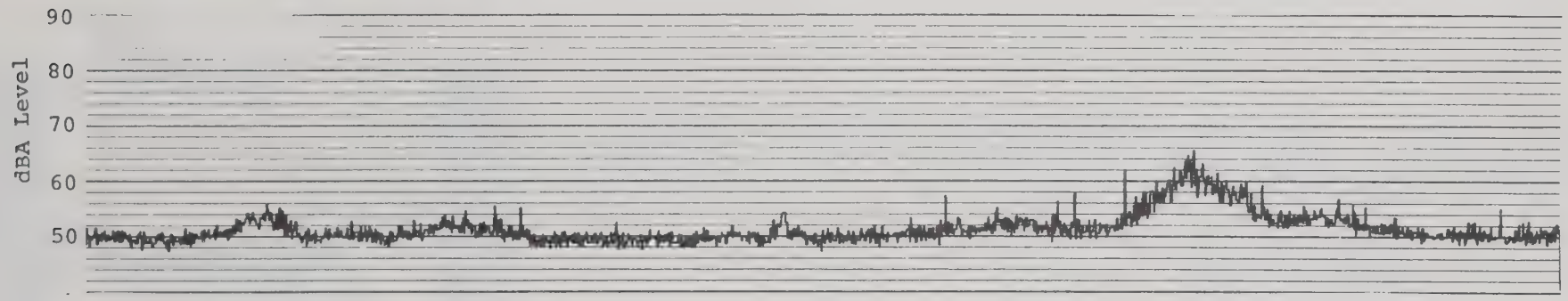
VPH 0

% trucks 0

Site Number & Location

Site #102

Center of lawn in Peninsula Park



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Consulting Acoustical Engineers



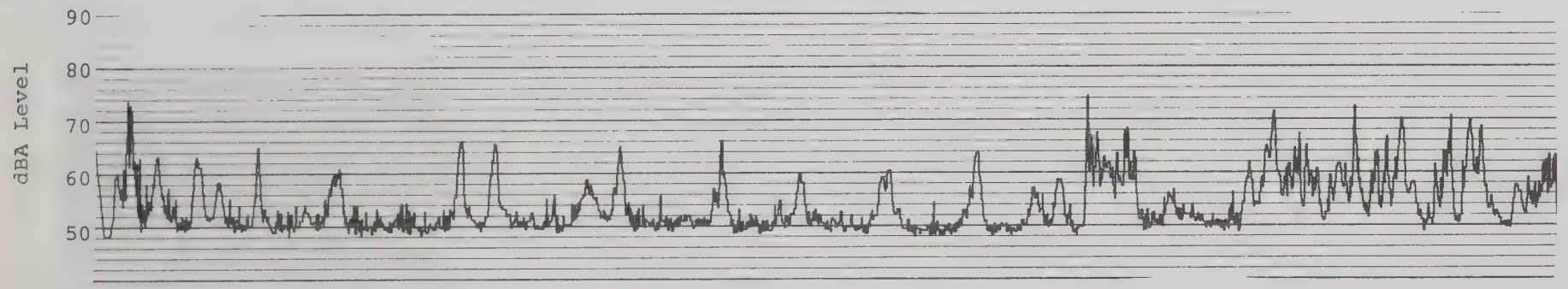
Time:	Day 4:59 PM	Night 9:10 PM
L_{max} =	74.0	76.5
L_{10} =	61.8	59.8
L_{50} =	52.0	47.3
L_{90} =	49.3	41.8
L_{eq} =	57.9	56.3
VPH	72	72
% Trucks	0	0

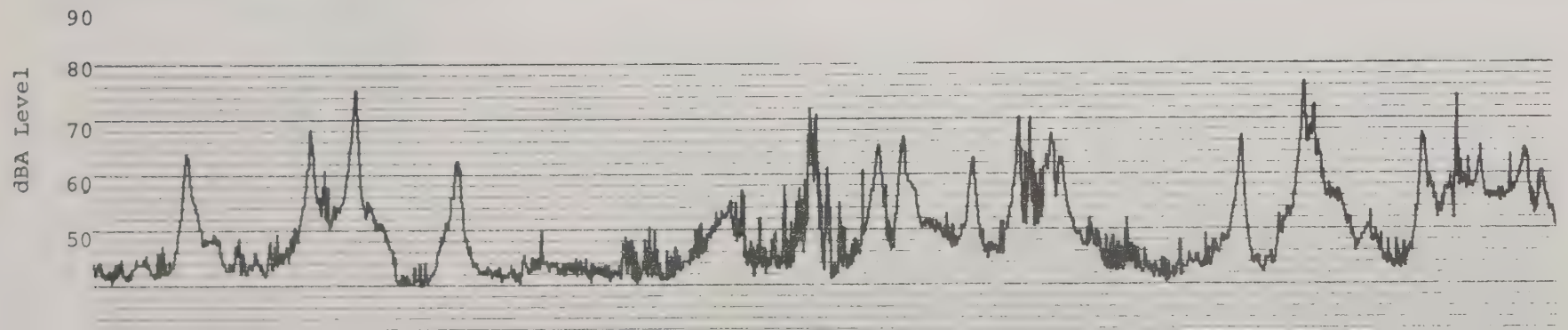
Site Number and Location

Site #103

30 feet north and 50 feet west of center line of near travel lanes of Ojai Avenue and Ocean Drive

Night measurement -- Oxnard Ave. and Ocean.





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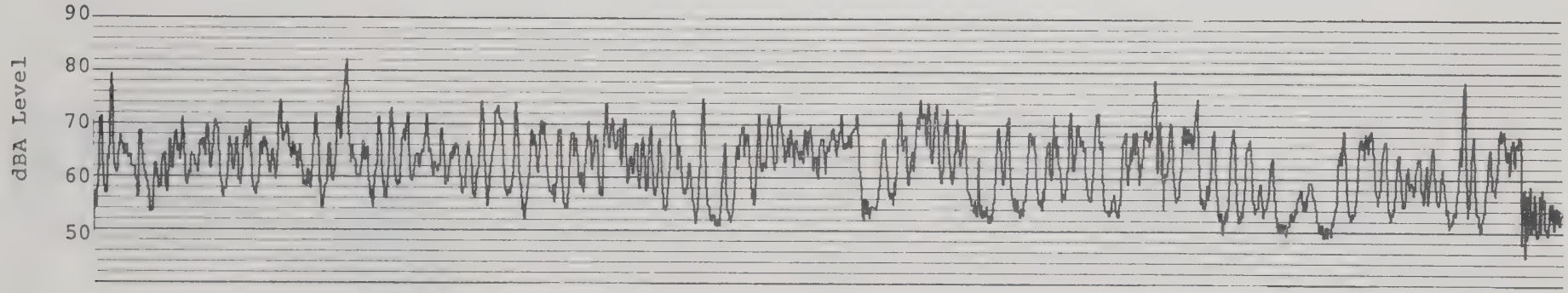
Time:	Day 5:26 PM	Night 8:40 PM
L_{max} =	81.0	87.0
L_{10} =	70.0	75.3
L_{50} =	64.3	64.8
L_{90} =	55.8	53.0
L_{eq} =	66.4	70.5
VPH	936	96
% Trucks	0	0

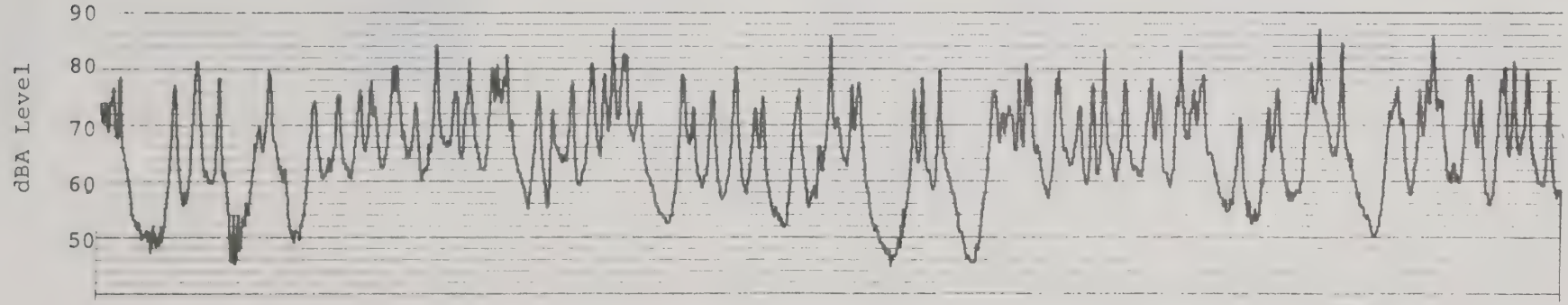
Site Number and Location

Site #104

Panama Drive and Victoria Avenue

50 feet east of center line of near travel lane of Victoria Avenue, just north of port entrance (Channel Islands Harbor)





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Consulting Acoustical Engineers



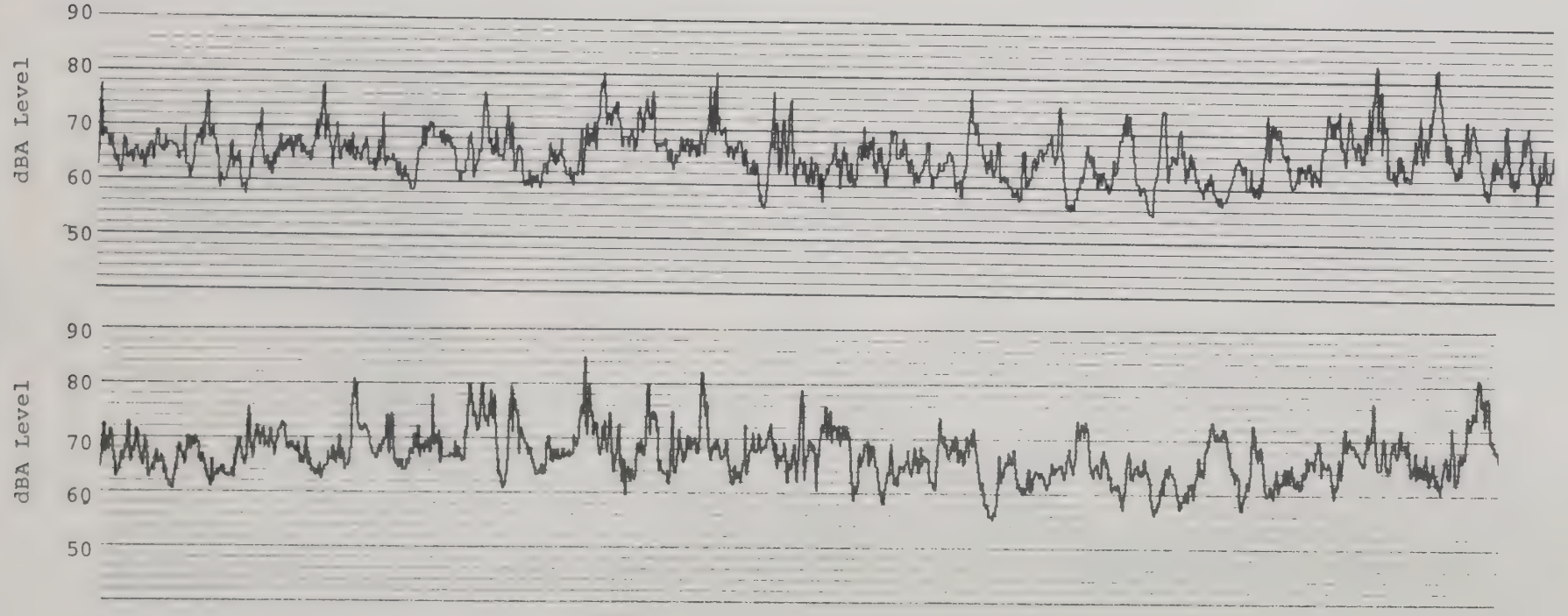
Time:	Day 5:50	Night 8:10
L_{max} =	83	85
L_{10} =	72.5	72.0
L_{50} =	66.8	66.5
L_{90} =	62.3	61.8
L_{eq} =	68.3	68.8
VPH	1380	528 Ch. Isl. 324 Victoria
% Trucks	.87	0 Ch. Isl. 0 Victoria

Site Number and Location

Site No. 105

Channel Islands Road and Victoria

50 feet north and west of center-line of near traffic lanes of Channel Islands and Victoria.



QP 0102

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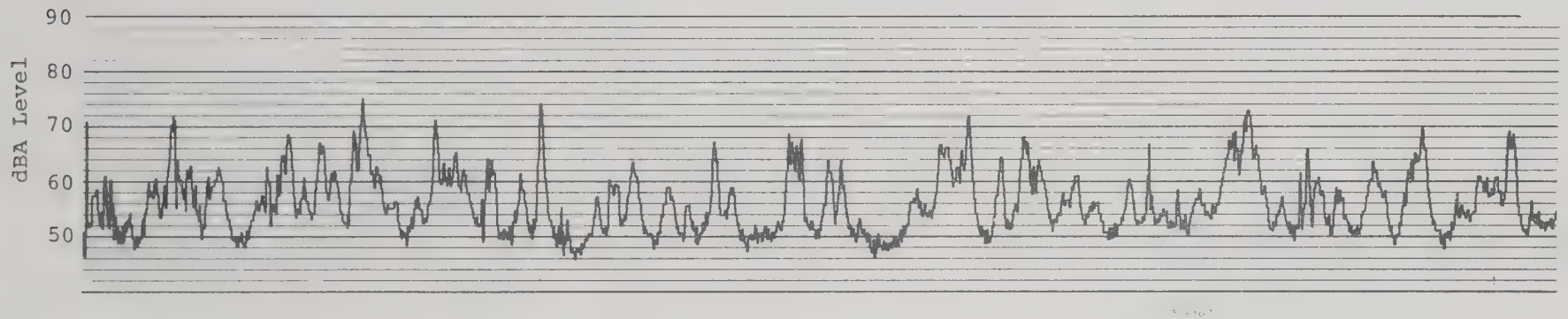
Time:	8:18 AM (Day)
L_{max}	75.0
L_{10}	64.3
L_{50}	55.5
L_{90}	49.8
L_{eq}	60.2
VPH	216
% trucks	0

Site Number & Location

Site #106

Victoria Avenue and Hemlock Street

50 feet north and 50 feet west of center line of near travel lanes



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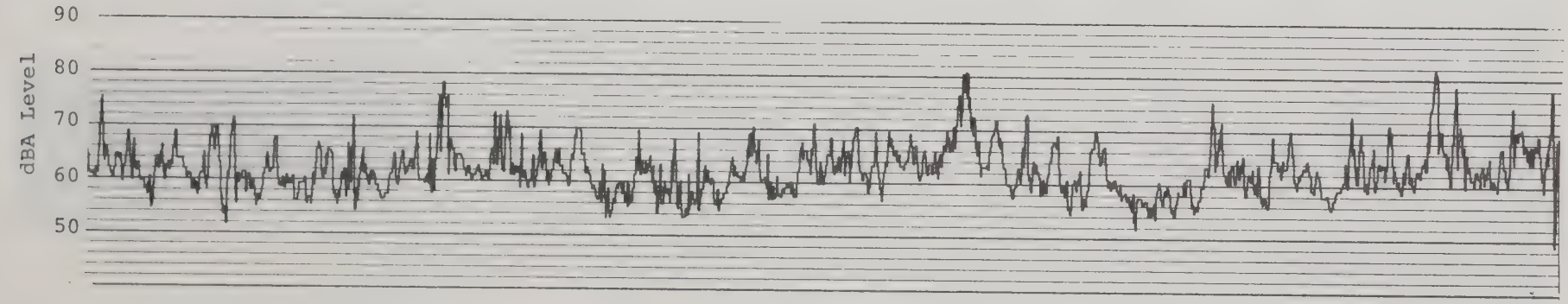
Time:	3:58 PM (Day)
L_{max}	82.0
L_{10}	68.0
L_{50}	62.5
L_{90}	57.5
L_{eq}	65.4
VPH	816
% trucks	0

Site Number & Location

Site #107

Hemlock Street and Patterson Road

50 feet east and 50 feet north of center line of near travel lanes



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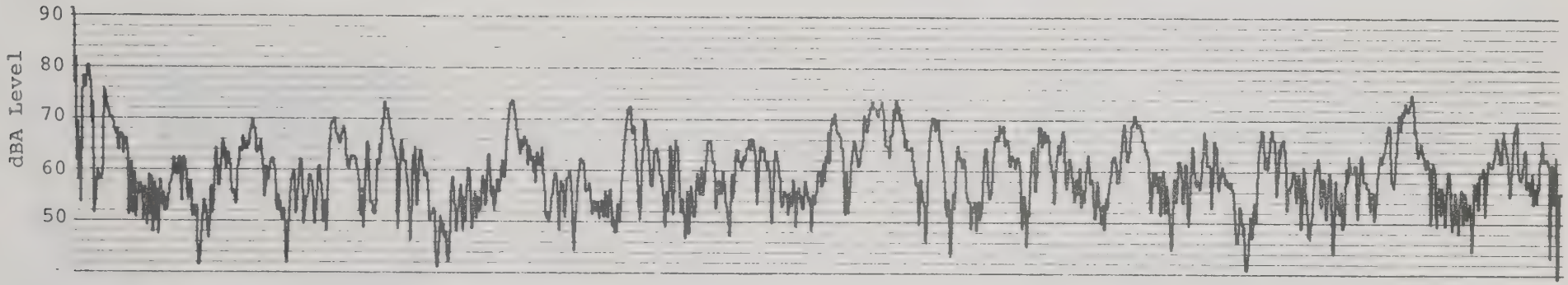
Time:	3:29 PM	(Day)
L_{max}	90.0	
L_{10}	80.8	
L_{50}	73.5	
L_{90}	64.3	
L_{eq}	76.9	
VPH	1236	
% trucks	3%	

Site Number & Location

Site #108

On center divider of north bound Ventura Road and easement, east side

40 feet north of N. Hemlock Street curb and 3 feet east of E. Ventura Road curb



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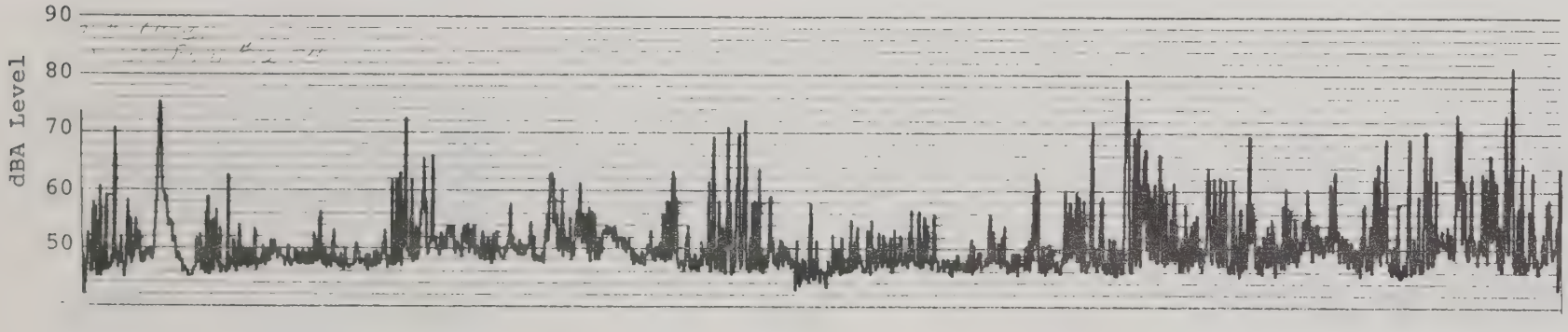


Time:	3:01 PM	(Day)
L_{max}	82.0	
L_{10}	73.8	
L_{50}	57.5	
L_{90}	49.5	
L_{eq}	69.9	
VPH	4	
% trucks	0	

Site Number & Location

Site #109

North side of Cedar Street, 4 feet from curb (M & L Streets)





Time:	Day 5:16 PM	Night 2:15 AM
L_{max} =	86.0	77.0
L_{10} =	71.5	51.5
L_{50} =	63.0	35.8
L_{90} =	54.3	33.0
L_{eq} =	70.0	52.4
VPH	576	36 Hemlock ~~24~~ J Street
% Trucks	2%	0

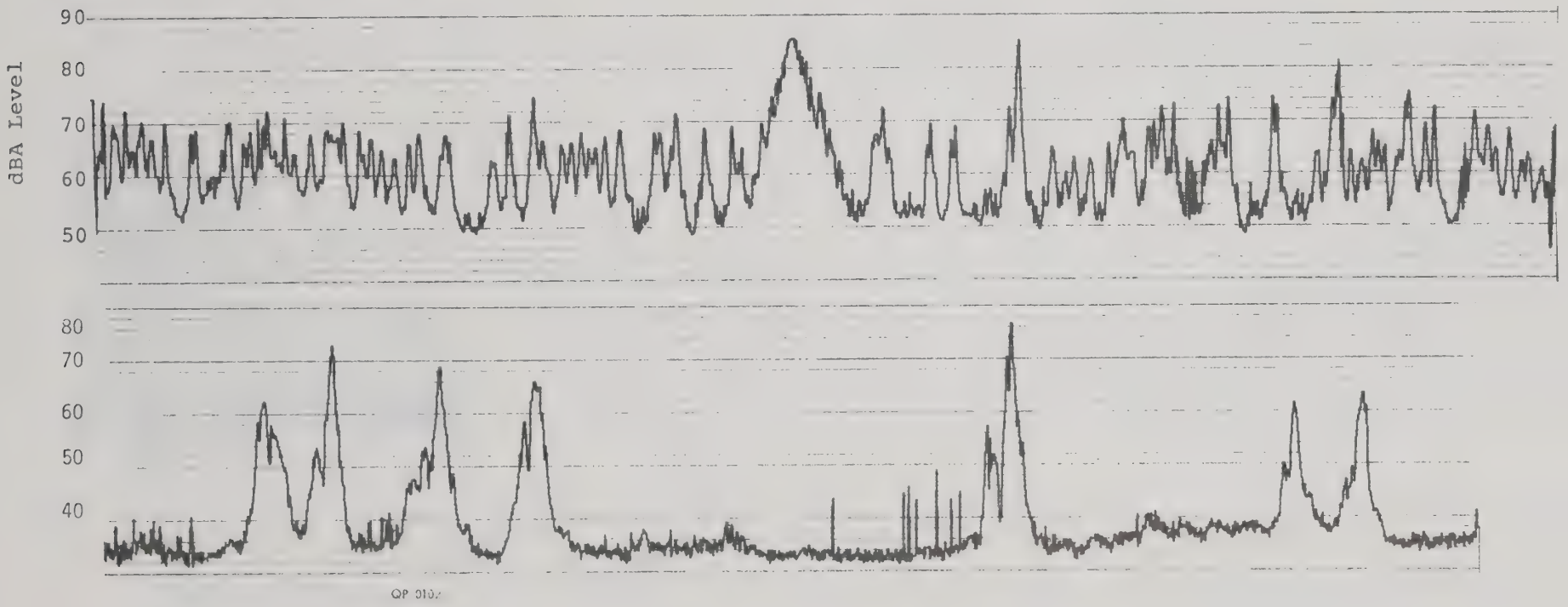
Site Number and Location

Site #110

4 feet east of 5th Street curb in front of 2006; north of Iris Street

Night Measurement:

J and Hemlock -- 50 feet from centerline of J, 4 feet from curb of Hemlock.



QP 310.

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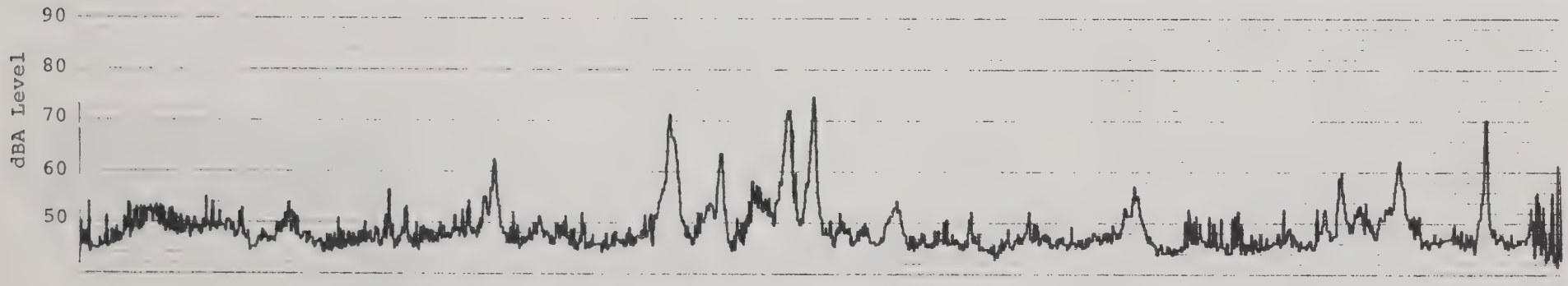


Time:	5:45 PM (Day)
L_{max}	72.0
L_{10}	56.5
L_{50}	49.8
L_{90}	46.5
L_{eq}	56.5
VPH	32
% trucks	14%

Site Number & Location

Site #111

In line of north curb of Elm Street, 4 feet west of west curb of D Street



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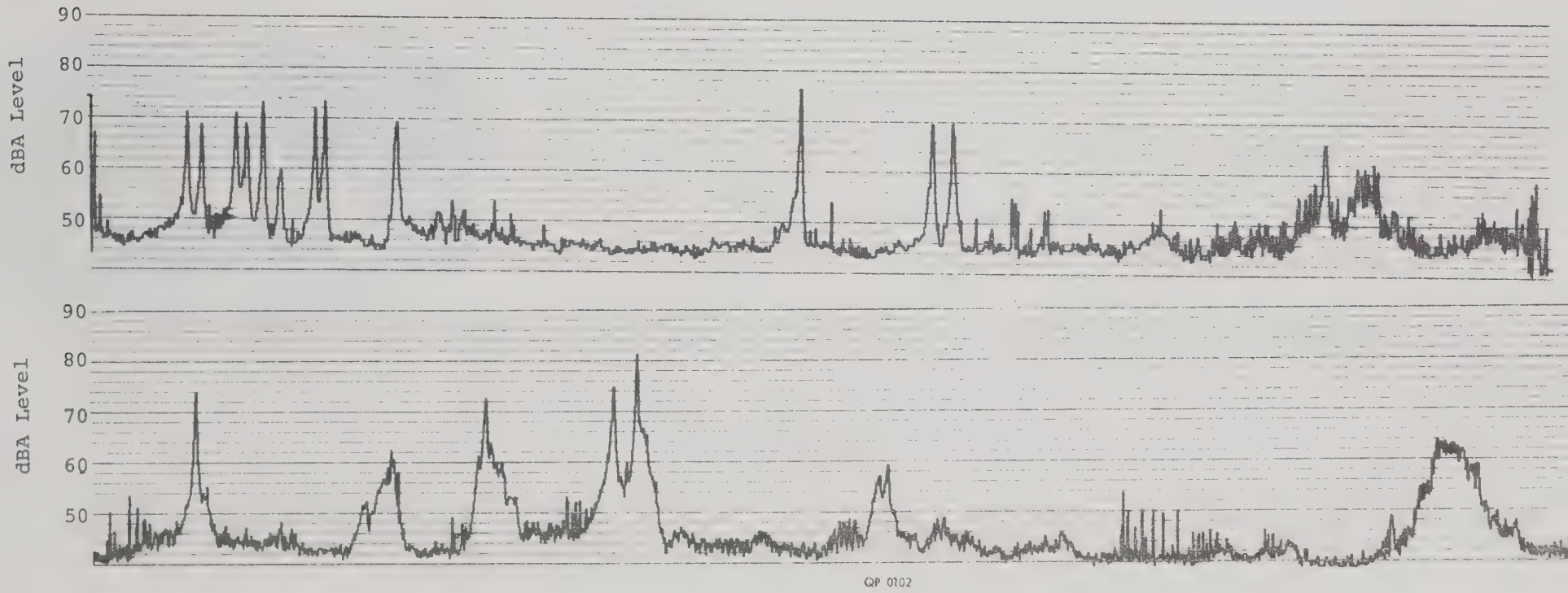


Time:	Day 6:17 PM	Night 12:30 AM
L_{max} =	76.0	81.0
L_{10} =	60.8	55.0
L_{50} =	49.3	43.5
L_{90} =	46.3	40.3
L_{eq} =	59.2	55.7
VPH	52	8 Iris 16 Gisler
% Trucks		0 0

Site Number and Location

Site #112

4 feet south of south curb on Iris Street, 270 feet west of Gisler Avenue



QP 0102

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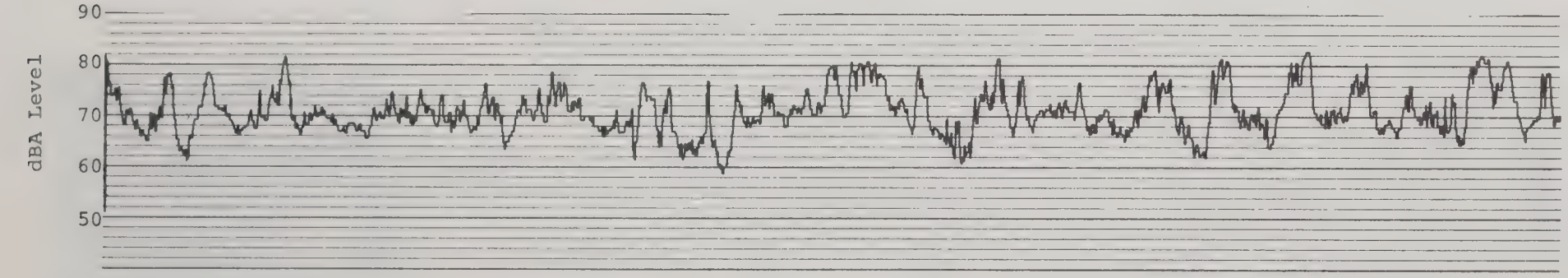


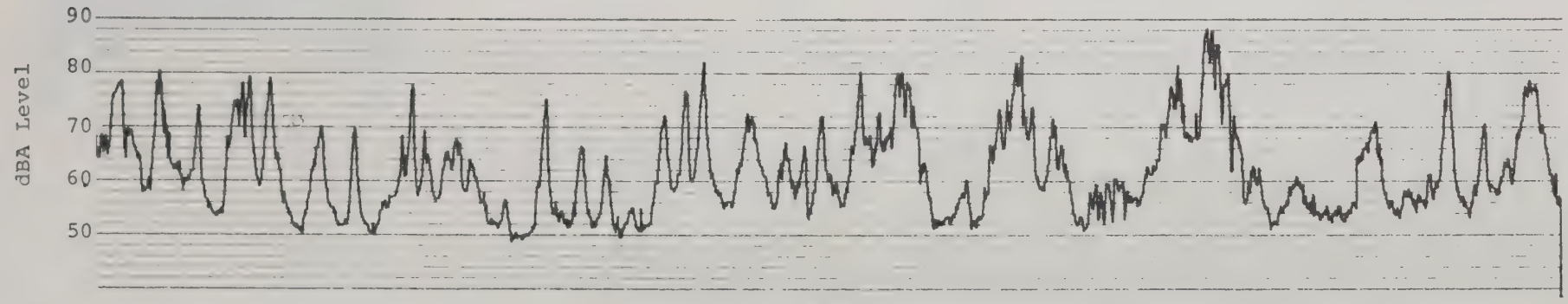
Time:	Day 12:30 PM	Night 1:00 AM
L_{max} =	83.0	88.0
L_{10} =	85.0	73.0
L_{50} =	78.5	60.0
L_{90} =	74.5	42.5
L_{eq} =	80.8	68.9
VPH	3060	108 Oxnard
% Trucks	3.53	22.2

Site Number and Location

Site #113

Oxnard Boulevard and Wooley Road





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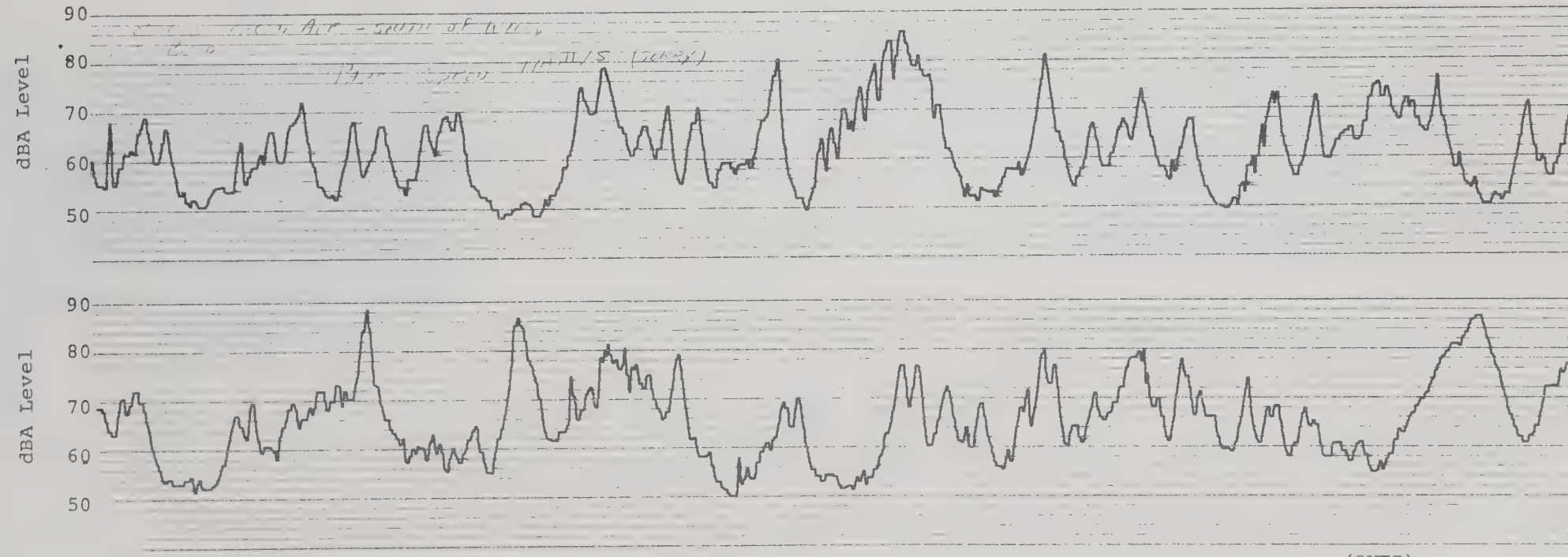
Time:	Day	12:14PM
L_{max}	=	88.0
L_{10}	=	72.5
L_{50}	=	65.8
L_{90}	=	54.8
L_{eq}	=	73.4
VPH		55.2
% Trucks		13 %

Site Number and Location

Site #113A

West side of Commercial Avenue, south of Wooley Road, halfway to bend

Chart Speed = 1 mm/sec.



(OVER)

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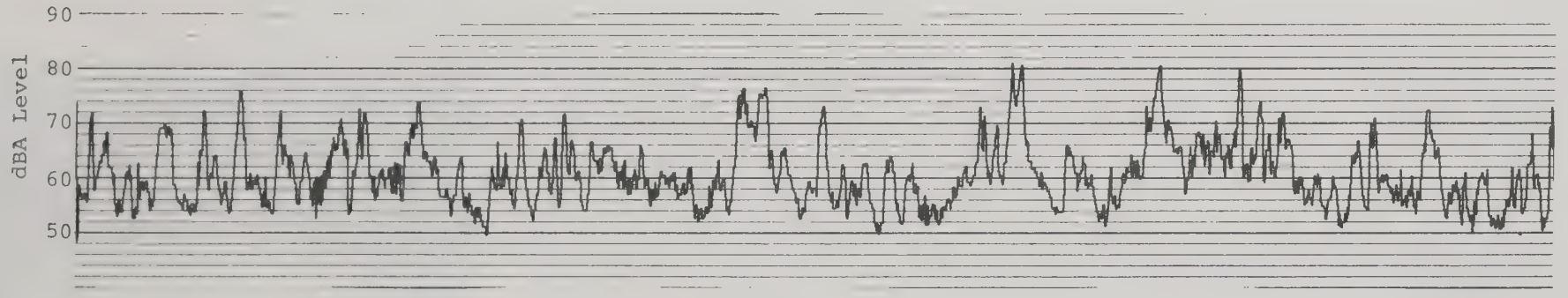


Time:	2:07	(Day)
L_{max}	80.0	
L_{10}	69.5	
L_{50}	60.8	
L_{90}	55.3	
L_{eq}	65.8	
VPH	936	
% trucks	0	

Site Number & Location

Site # 114

Wooley Road and Hobson Way
(J Street) northwest intersection
50 feet from center line of near
travel lane



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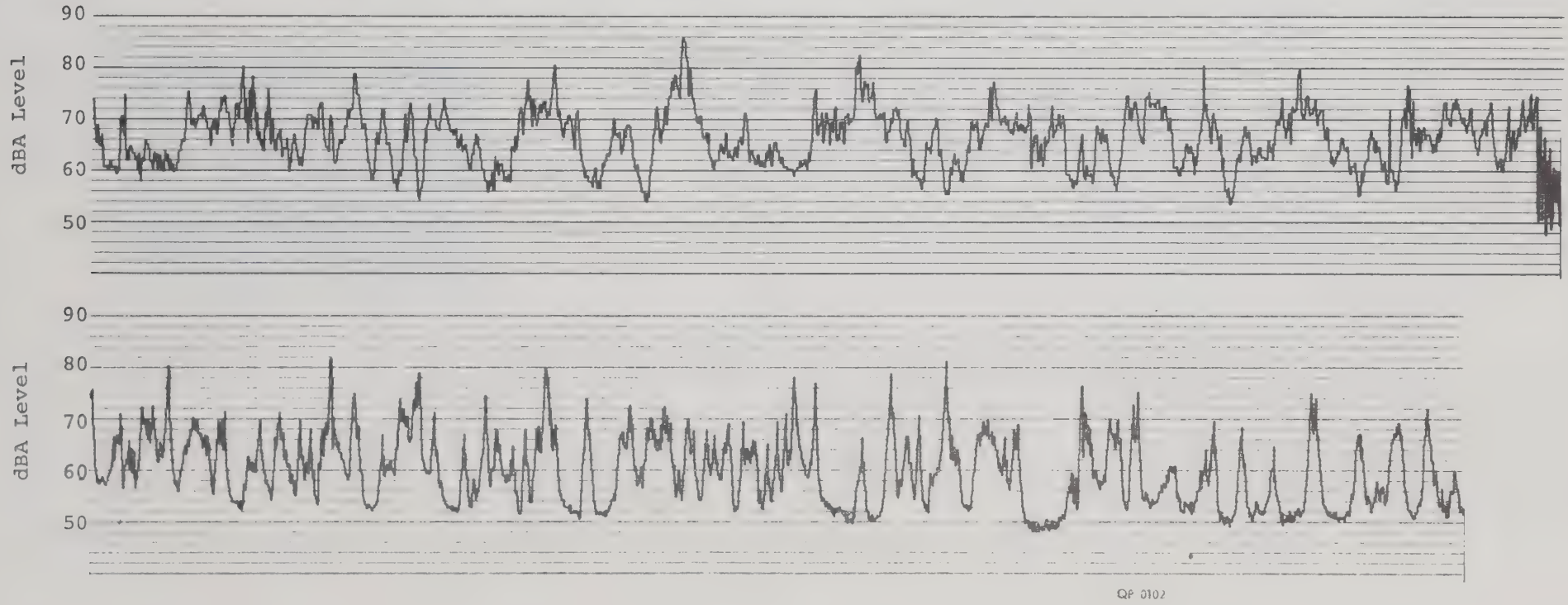


Time:	Day 2:48 PM	Night 12:40 AM
L_{max} =	86.0	
L_{10} =	74.0	68.0
L_{50} =	68.0	59.3
L_{90} =	61.0	51.3
L_{eq} =	70.7	64.6
VPH	1572	84 Wooley 156 Ventura
% Trucks	3.8	0

Site Number and Location

Site #115

Wooley Road and Ventura Road



QP 0102

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Time: 12:58 PM (Day)

L_{max} 84.0

L_{10} 71.8

L_{50} 64.0

L_{90} 57.3

L_{eq} 68.1

VPH 1908

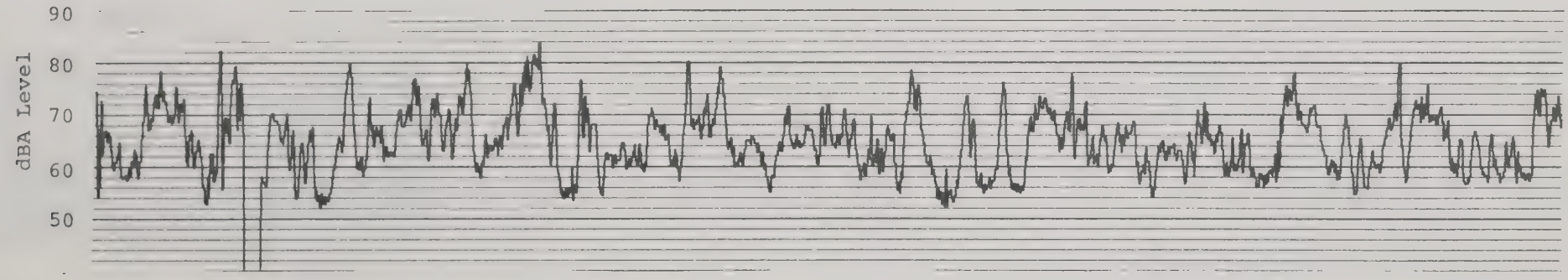
% trucks 1%

Site Number & Location

Site #116

Doris Avenue and Ventura Road

50 feet north and west of center line of near travel lanes



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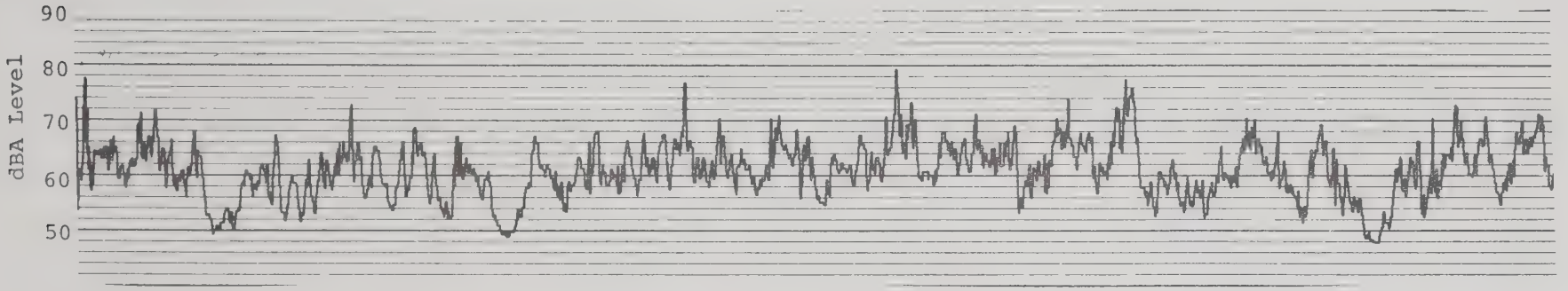
Time:	12:37 PM (Day)
L_{max}	79.0
L_{10}	68.3
L_{50}	62.5
L_{90}	55.8
L_{eq}	64.8
VPH	1056
% trucks	2

Site Number & Location

Site #117

Doris Avenue and H Street

40 feet east and 40 feet north of center line of near travel lanes



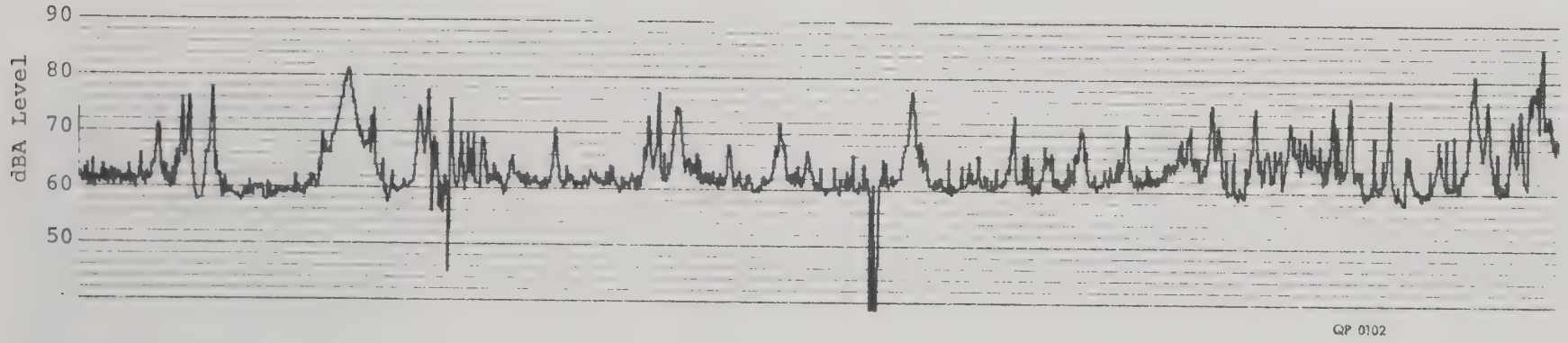
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Time:	3:45 PM (Day)
L_{max}	
L_{10}	69.5
L_{50}	62.3
L_{90}	60.0
L_{eq}	66.4
VPH	120
% trucks	20%

Site Number & Location

Site #118

On Alton Street in front of Jet Scrap Metal 4 feet from curb; across from Stauffer Elementary School



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Time: 4:15 PM (Day)

L_{max} 83.0

L_{10} 78.0

L_{50} 77.0

L_{90} 76.3

L_{eq} 76.9

VPH

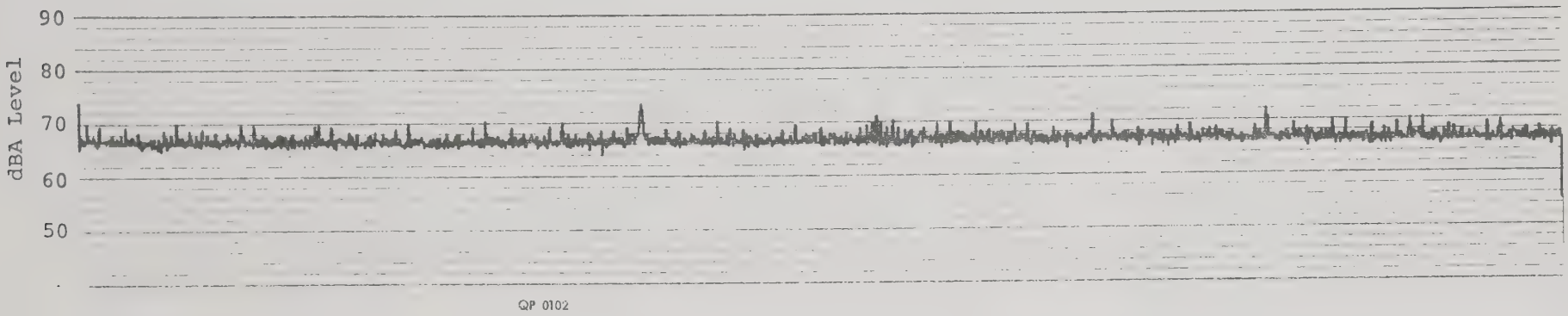
trucks 1 truck only

Site Number & Location

Site #119

McWane Boulevard and Arcturus Avenue

On McWane Boulevard curb line at southeast corner of plant

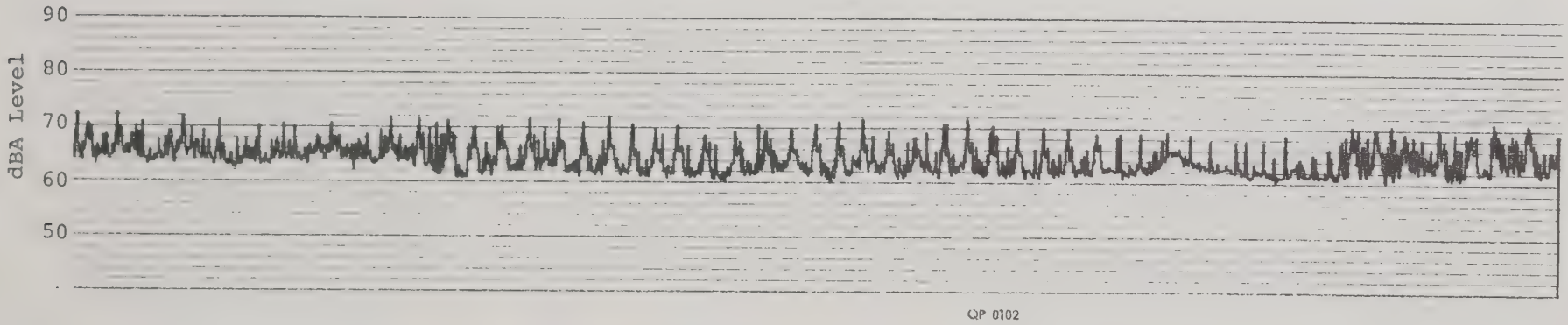


Time:	4:50 PM (Day)
L_{max}	72.0
L_{10}	68.0
L_{50}	64.5
L_{90}	62.0
L_{eq}	85.3
VPH	0
% trucks	0

Site Number & Location

Site #119-A

Kaiser Steel parking lot at southeast corner of building



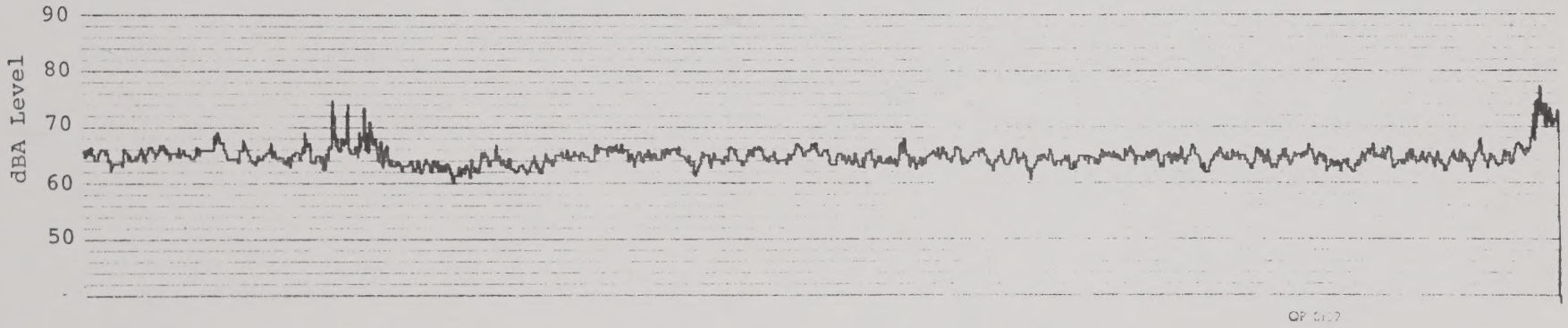
HILLIARD & BRICKEN
CONSULTING ACOUSTICAL ENGINEERS

Time:	5:30 PM (Day)
L_{max}	77.0
L_{10}	66.0
L_{50}	64.5
L_{90}	63.0
L_{eq}	64.6
VPH	0
% trucks	0

Site Number & Location

Site #120

Southern California Edison plant-
Ormond Beach



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